CSCC PLANS MEXICO PRO RACE



Vol. I-No. 14

2

Los Angeles, Calif.

(Published Bi-weekly)

April 20-27, 1956

Price 10c

MASS INVASION OF PEBBLE BEACH AS 50,000 FANS DUE; HILL CHOICE

-See Page 1



THE PEBBLE BEACH Concours d'Elegance, scheduled for Saturday, April 21, will be held on the lawn between the 18th green of the famous Pebble Beach Golf Links and the terrace at Del Monte Lodge, one of the most scenic spots in the world. More than 150 cars are entered in this

well-known event, with eight qualified judges handling the judging. This concours is one of the most famous—in the United States. Overflow crowd is expected the day before the Pebble Beach Road Races. Concours starts at 11 a.m., ending at 5 p.m.

PEBBLE RACE, SHOW ENTRIES

-See Page 8



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WET START-Rain clouds that not only wet the course, but darkened it as well, made possible this excellent shot of one of the first laps of the 1955 Pebble Beach National Sports Car Road Race. Some 30,000 spectators remained on through a full day of exciting races. Field for Sunday's bigbore is one of the best in years. Top crowd of 50,000 fans is expected to jam the scenic course.

Top Field Goes at Pebble; 50,000 Due; Hill Choice

KEENEST INTEREST ever manifested in a sports car race on the West Coast has the gentry all a-flutter as the date nears for Sunday's Seventh Annual Pebble Beach Road Races, one of

the nation's traditional classics. With any kind of break in the weather, the crowd should be around the 50,000 mark for the Sports Car Club of America's (San Francisco Region) National Championship.

It is axiomatic in this dodge that if anyone is asked what



PHIL HILL After His 4th Victory

ONE race he would take in during the year, the answer nine His greatest successes were in times out of 10 is unhesitatingly 1952 and 1953, when he finished Pebble Beach.

The skill-challenging, treelined 2.1-mile course is located in one of the most beautiful spots this side of Paradise. The drive from San Francisco and 50 Entries For Indy

INDIANAPOLIS, April 18 With additional entries known to be in the mail, the official list for the 40th annual 500-mile race on May 30 was increased to 50 cars

Tony Bettenhausen, Tinley Park, Ill., former National Champion and runnerup to Bob Sweikert in last year's 500, drives the Belanger Special entered by Murrell Belanger, Crown Point, Ind. It will be Bettenhausen's 10th Indianapolis race.

Veteran in the field will be Sam Hanks, Burbank, in the cockpit of the Jones and Maley Special. It will be the 11th 500 for Hanks, 1953 National driving champion. His first was in 1940. third.

Former World Champion Giuseppe Farina, 49, of Italy will drive a Kurtis Kraft roadster powered by a new six-cylinder non-supercharged Italian - built (Continued on Page 3, Col. 3) | (Continued on Page 4, Cols. 4-5)

Cal Club Plans \$10,000 Race!

CALIFORNIA SPORTS Car San Felipe, fishing port on the Club is now working on plans Gulf side of Baja Calif.. north to stage a \$10,000 professional to Mexicali, west to Tijuana, and road race in Mexico, near the south to the finish at Ensenada. U.S. border, by mid-summer, authoritative sources.

The course would be about 500 Army officials. miles, and first-place payoff \$3,000.

simple of expedient of going same as Sebring.

"outside the continental limits of This is full, all-out pro by the the U.S.

Tentative route is start from opposed to the \$ taint!

The club is negotiating with MOTORACING learned from the Governor of Baja Calif., and other Mexican Government and

Purse would come from entry fees and club funds (it is a fat How can an "amateur" club bank account at present). The stage a pro race? Through the entry fee is planned for \$100,

CSCC, in the past categorically

Pebble Beach Schedule

SATURDAY, APRIL 21 8:00 · 12:00 Registration and Safety Inspection Drivers' Meeting 12:15 12:30 - 5:00 Practice Pebble Beach Concours d'Elegance (DEL MONTE LODGE) 11:00 - 5:00 SUNDAY, APRIL 22 First Race (Production cars under 1500 cc. 15 10:00

11:00 Second Race (Production cars over 1500 c.c. 15 laps) Vintage Car Race (5 laps) 12:00 Noon 1:00 Pebble Beach Cup Race (cars under 1500 c.c. —100 miles) 2:30 Del Monte Trophy Race (cars over 1500 c.c. —100 miles)

After 12 o'clock direct all traffic to Pacific Grove or Monterey Peninsula Country Club gates in order to avoid congestion at other gates.

Victory Dinner—Del Monte Lodge

ENGLISH TRIALS SET APRIL 29

CALLED OFF on April 1, when the Fire Dept. labeled the 100 driving anything that qualiarea hazardous, the MG Car Club of America's third annual English Trials will be held Sunday, April 29.

7:00

Club members start at 8 a.m., with open competition set for 9, according to Don Sanders and Chuck Edelson, chairmen.

The rugged rollicking Trials key, 3/4 mi. farther west, just info. past Reseda Blvd.

fies as an auto under FIA rules. Course is about 12 miles.

Entries include an English Dellow, designed specially for Trials, and a number of specials, according to Clarke H. Whitney, club prexy. Entry is \$5, admission 50 will be held in Encino. The entrance turnoff from Ventura Many trophies and dash plaques Blvd, is Topeka instead of Lind will be awarded, DL 2-0210 for

This deal is well worth it.

'Prefabricated Rally'':

he Rally to end all Rallies

You Search for **Bridey Murphy**

By Basil Badgebar As Told to Cal Howard

AS A SPECIAL offering to the subscribers of MOTORAC-ING, here is an exciting Rally that can be run with very little preparation. The route and all rules are contained in this article. Approximate time, 200 miles or an hour and a half.

All that is needed is a jovial group of sports car drivers, a

map of Southern California and a bucket of wet cement.

The Rally starts at midnight at the La Brea Tar Pits. All drivers and navigators are to in the tar pits.

Be sure and keep your stop watch with you as you are only allowed a 10-minute swim. Upon emerging from your swim, you are to roll in a pile of feathers, jump in your car and proceed to the Coach and Horses on Sunset Blvd. (You'll find it in the Yellow Pages.)

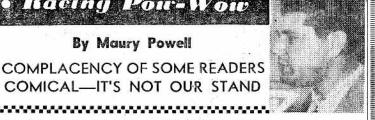
Upon arrival, if you can pass yourself off as a chicken, Eddie Russsell, the Headman, will give (Continued on Page 10, Cols. 1-2)



Racing Pou-Wow

By Maury Powell

COMPLACENCY OF SOME READERS COMICAL—IT'S NOT OUR STAND



THERE APPEARS to be a shocking aura of complacency among many readers of MotoRacing, as evidenced by our mail.

While many letters go along with this publication's goal of improving the general racing condition-whether it be pro or amateur-an alarming number indicate their desire for a "status quo" situation

They'd just as soon have phoniness, overt acts of malpractice on the part of various racing officials and groups, "little Napoleon" type characters running things for their own personal benefit and many other conditions which go against our grain.

Maybe they think we're a "sour-ball" just out to raise H - - -,

We're not. We love racing, have been in it as a fan, reporter, publicist and columnist for some 20 years.

Complacency never got Americans anywhere. We tolerated the British rule—but that came to a halt ere long. We rid ourselves of many long-standing insults by our Bill of Rights. Women secured the right to vote. And so forth.

None of these were brought about by complacency.

There was agitation. Lots of it. Facts were brought out into the open that the wrong-doers would have loved to keep quiet. Changes were made, benefitting us all.

TURN ELSEWHERE FOR PATSY DEALS

This newspaper's policy is definitey not one of "laissez faire." We're not patsies playing "footsie-footsie" with anybody. If you're reading us to learn the latest contract bridge moves, try some-

And, remember, we have a "Letters to the Editor" section. We're open for corrections, advice and beefs from anyone. It's the American way.

We hear, for example, that a well-known USAC race driver has offered to punch us in the nose, and that a promoter opposed to our views has offered to pick up the judicial tab for his fine.

Said driver is sore at us because we lined up an Eastern driver to handle his former mount at a Phoenix midget race. He evidently wasn't aware that the car owner had heard his remarks about not caring to drive at Fresno, and told us he was about to can him anyhow. We only acted as intermediary to assist the Phoenix promoter for the show's betterment,

EASY WAY OUT IS TO FORGET

We've done the same thing lots of times for his promoter friend, too, with various drivers involved in past years.

How easy it is to forget things when you really want to, hey? Said driver also isn't happy with some of our remarks concerning USAC, successor to AAA. USAC announced it had given a "fair trial" to its "open competition" offer.

How can you give something a "fair trial" when only a few pre-season events have been run? The midget, sprint car and National Championship season was weeks away when the USAC

If the USAC powers-that-be were cagey, they'd have at least waited until the season was aged a few weeks-and then possibly had something concrete for an excuse for reverting to the old "outlaw" setup of AAA, instead of vague statements about a "fair trial.'

PORTER HAS A CORKER COMING UP

TEEPEE TAPPINGS-Chuck Porter has the makings of the latest sports car sensation. He's secured a wrecked Mercedes 300SL, and with the aid of specs from Stuttgart intends building up a 300SLR that'll develop nearly 300 horses from the 180 inch mill. Chuck has most of the aluminum skin formed and the machine soon will be buttoned together. Says he'll drive it himself. Chuck, you know, just missed the 200mph Bonneville club twice by a scant 2mph, and also has a long background of midget auto piloting. Hopes to blow exhaust at the vaunted Ferraris with his creation if all goes well.

Gotta give Promoter Bill White mucho credit for continuing his activities at Willow Springs Road Course. Next offering is AMA motorcycles in a 100-mile special on the 2.5-miler April 29. Lordy, what a tough row to hoe that Willow Springs deal is!

Long way to travel, miserable johns, and when the wind blows ach, du lieber! He's hardly made a buck there yet, but won't give up the ghost.

Anyone for drop the hankie?

SPEED KILLS? READ MOTORACING SERIES

SPEED KILLS?—Not on your life, says Hoosier H. Hyram, whose searching article, "Challenge of the Century," begins in the next issue of MOTORACING.

Hyram asks the big questions and gives the big answers. Where are the men of means and vision and courage who can return auto racing to a favored place in the sun? What can they do and how can they do it?

Why are racing men harried and hamstrung? Why is the public down on racing? Why the official bans on once hallowed events? Why all the deaths of top drivers (and John Q. Public) on the raceways and highways?

SPEED? "No!" says Hyram. Read this probing, controversial series, beginning in next issue of MOTORACING.

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to the Editor

LIKES DEAN SERIES

The back MOTORACING issues were received intact, with much pleasure. Bill appreciates them particularly, as they will add immeasurably to his Dean scrapbook. He asked me to tell you that your articles are the best on Dean's career he has yet read-and he's read quite a bit. So many of the movie pulp articles are fraught with the sensational coloration that increases circulation, but gives rather a distorted and inconsistent picture.

Have you any information on the Nardi 750cc coupe? Saw a photo of it recently that raised my blood pressure a few notches. If such information is readily accessible to you, I'd appreciate your putting me on the trail of this machine.

Jim Washburne, Beacon March Air Force Base

Editor's note: It can be obtained for a paltry \$6000 and only by special order. See Ernie Mc-Afee. Also on order only —OSCA coupe, 750cc or 1500cc, for about \$7500, or a Moretti, about \$6000.

BOLT FROM FCCA

In response to your offer in MOTORACING to print club news, I am offering the following item:

As a result of numerous irreconcilable differences with National FCCA headquarters, the Greater Boston Four Cylinder Club of America has disaffiliated from the FCCA and has changed its name to Touring Club of New England, Inc.

Many thanks-and congratulations on the excellence of your publication!

Lawrence T. Reid Secretary-Treasurer Touring .Club of New England, Inc. Boston 34, Mass.

IS THIS LEGAL?

In re your question as to why the SCCSCC does not declare signed to the defunct Southern Calif. SCC, this was brought up at the council meeting by yours truly, and I was informed that the dates in question were taken over, along with the treasury and membership of said club, by the new SCCA San Diego Region. Is this legal? Quien sabe? I only have one vote.

At any rate, keep up the good work. One thing, though, how about naming some names once in a while?

> Member Advisory Board SCCSCC Sun Valley, Calif.

SKIP'S A COMER

I notice comments in MOTO-RACING referring to the very slim chance of anyone winning

* SPORTS CAR-TOON ... by Bill Harmer



THE DUKE WONDERS.

WHAT HIGH pukka driver and supposedly strong booster of amatuer racing has expressed a willingness to go professional if he can be assured enough jousting?

If there's anything more than hogwash to the rumor that a local Lotus piloto is wailing the blues because he wanted the franchise that went to another?

If the dry-gulchers who were laying for a certain production car driver can come up with an explanation of how his car's body turned from aluminum to steel between the hatching of the plot and the race?

What imported tire dealer lost himself a set of for ting against and with what

How many people know the identity of the special builder who has a Porsche-rocketed bomba on the board that should give the Ferraris a bad time?

Whether a certain southeast imported car dealer isn't involved in a track venture that is being very, very quietly planned for the

If August won't see an MG Special with a new engine taking another shot at the records at Bonneville?

If Cal Howard is going into mass production of dash plaques such as the unique one he has on his sportster, stating: "Owner-Bank of America . . . Driver—Cal Howard"?

If certain car dealers aren't skipping on thin ice by taking deposits on more of a certain make of car than can be delivered during the next year?

Why a certain West Coast writer is sitting on one of the hottest new engine stories to come along in months?

How soon it'll be before Jim Matthews opens with his Sports Car Information Center free telephone service (this'll be a good

If everyone knows that the Cal Sales booklet on rallying is off the presses in time for all the important upcoming rallies?

How many caught the Buick-Kurtis owner-driver on KTLA's 'Eyewitness" TV program (it had nothing to do with sports car

Why two marques are making their products available to the sucker public ONLY in a really LOADED condition (otherwise you can't buy the car)?

Why so many people held back in blasting a certain club official until something (some of the letters cannot be printed!)?

The reason for the "Wingy" nickname given a young man-abouttown and sports car advertising-publicist.

If the production of Japanese silk handkerchiefs, with novel imprints, will become the chief occupation of a local sports car

Why there are so many guilty consciences among guys (and gals, too) who erroneously feel they were the ones referred to in this column space?

What there is to the talk about one of the clubs staging a Willard M. King \$10,000 pro race south of the border (technically, it'd be OK because the site would be outside the continental limits of the U.S.)?

> What two foreign car dealers are just about to have the boom lowered on them through court action for refusal to pay advertising bills, months and months overdue?

Whatever happened to the original Italian Helmet that was awarded for the dashes at old Ascot Speedway (believe it was put (Continued on Page 7, Col. 3) | up by the Vai Bros. winery)?

SCCA Road Haces



Vignettes

by Gus V. Vignolle CARY'S GOT THE TRACKS, BUT HE CAN'T GET DATES O.K.'d

GEORGE CARY, JR., who by his own admission promotes races for Sports Car Racing Association, Inc., and is primarily interested in the scratch resulting from such ventures, is a guy who

doesn't let the grass grow verdant under his brogans. He used to stage 'em for the Cal Club, but when they found

GEORGE CARY, JR. He Was Losing At First

they could pocket the moola in-stead of shelling it out to George, they bid him a fond adieu. You'd do the same. George lost lots of pesos on some races, but is now recouping.

Now George is promoting for the Sports Car Club of America, L.A. Region, which wants nothing to do with the filthy lucre They just want to race. Money? Who wants money?

The SCCA, lacking the business acumen of the Cal Club, found itself the other day with out racing sites or dates, except a National set for Palm Springs Nov. 3-4.

So Cary suppressed his Lothario inclinations and got busy When he swings into action, he moves. He came up with an airport course at Santa Maria—one circuit 9½ miles, the other 3.9. He's now dickering for a June 16 date with the S.F. Region, which was to go at Fresno that day but assertedly isn't.

SCCA-RACEWAY DEAL POSSIBLE

It now develops that the SCCA must have had some kind of a deal with the proposed L.A. International Raceway (Ontario) nabobs to stage races there in July. So Jim Mourning may have something when he says in his story on page 11 of this issue that "apparently Raceway officials are conferring with SCCA representatives.

But there won't be a Raceway show in July; it's now for "mid-fall."

So if the SCCA had a deal, they're now holding the satchel. Meanwhile, George developed a course at San Luis Obispo. But now he has to secure Council blessings, an OK from SF for Fresno and the LBMG Club, and from San Diego, which originally had the July dates.

In short, they have nothing but a hot Ensenada rally next month. The Cal Club which, unlike the SCCA, is TREMENDOUSLY interested in making money - and plenty of it - has the works sewed up for races through September at Bakersfield, Pomona, San Paramount Ranch (Agoura) and Santa Barbara,

Sometime back I recall the CSCC telling Johnny von Neumann about the intent of the law. It seems to me that that could border on moral issues and doing what is right for the very sake of it being right. So now they hope to come up with a PRO RACE (\$10,000) south of the border in a brief spell. In short, endorsing what they had decried because this is not in the U.S.; technically, you can skip the confessional and walk around with your head

Isn't that just lovely?

RACE HERE, THEN TO MEXICO FOR \$\$

Tony Parravano, Al Newlon, Bill Thomas, Jacques Bellesiles, George Beavis, et al., got the boot from the club because of the ugly pro taint. Talk to these people and see how they feel about

So now, dear kiddies, we'll have a race here on Saturday for a tin cup; then on Sunday we'll hie to ol' Mexico and go full-bore, stomping through the floorboard, to get that Almighty Buck in quantities as copious as possible.

George Beavis has been given a vote of confidence by the RRR Board to act on its behalf. Nobody ever worked harder or is more sincere than George. Too bad they don't give him a hand. He has now come up with a course at Kingdon, near Stockton, and will have action at Clovis and Vallejo fairgrounds. Kingdon is a 2.1-mile permanent road course and amateurs are taboo there. A pro race will be held there June 3.

Another race for pro sportsters will be held at Gardena May 12. A lot of birds don't like it. George says this is a one-shot experi mental deal. "If we find it a detriment to the sport, we'll shut it off pronto," avers Beavis, who, incidentally, is huddling with Par-

Don't be surprised if Tony comes up with something good. Tony, by the way, definitely has signed up Carroll Shelby and Jimmy Bryan to drive for him in Europe after Indy. He may soon have three new Maseratis with V8s, 4.5 liters and developing 420hp. Wow! He's now looking for property around L.A. to build a practice course.

DRIVERS SEEK ENTRY FEE MOOLA

PISTONOTES—National Sport Car Drivers Assn. seeks return of day, the first at 10 a.m. A comentry fees from the two big clubs. We know what one club will plete program and list of race

Under advisement is a plan by Jerry Austin for NSC-DA to stage a race, for which there'll be no entry tab. July 4 maybe . . . Hal Moody has or-dered \$25,000 worth of Michelin X. tires of all sizes for sports cars. Hurry, hurry, hurry! . . . Ned Yarter is recovering from an operation for a perforated gastric ulcer . . . Paul Bernhardt has the famed No. 200 Triumph TR-2 on the block, \$3000, He's concentrating on the stock TR-3 models . . . Rootes premieres the Sunbeam Rapier at the BevHills Hotel April 19 . . . Carlyle Blackwell, Jr., reports top progress



CARLYLE BLACKWELL, JR. Rally Plans Progressing

for the Press on Regardless Rallye to Las Vegas May 12-13. Lots of action on this deal . . . Cal Niday is quitting pro driving, is looking for a berth in a sports car stable-either driving or selling 'em —just so it's \$\$\$.

PERSON RECACIO COURSE 2.1 Mi. Per Lap



PEARCE (PETE) WOODS Potent D-Jag Ready

Stars at Pebble

(Continued from Page 1) Los Angeles, hugging the sea, is easy and soothing to the eyeballs. And what tops getting away from the humdrum Babbittry for two or three days and relaxing in such exhilarating terrain?

SATURDAY CONCOURS

On top of this, you have one of the world's most famous Concours d'Elegance, set for Saturday from 11 a.m. to 5 p.m. on the lawn between Del Monte Lodge and the 18th hole of the renowned Pebble Beach golf links -a picturesque spot hard to beat anywhere in either hemisphere.

And then, of course, this year's races will be a smash. They can't miss. You have a coterie of tremendous drivers and equally smashing foreign and American machinery.

Five races are scheduled Sunand concours entries appear elsewhere in this issue. The big race for the modified over-1500cc is slated for 2:30. It is for 100 miles. The under-1500cc semimain, also for 100 miles, starts at 1 p.m.

Chairman Kjell H. Qvale, prominent San Francisco sportsman, announces proceeds will benefit the Heart Association.

Now for big-bore talk and who figure as the best bets. Right off the bat, you must name Phil Hill, Ernie McAfee, Pearce (Pete) Woods, Bill Pollack, Lou Brero, Jerry Austin, Jack McAfee and Sterling Edwards (how did two northerners sneak in there?).

TRIPLE VICTOR Hill has won this race three

PHIL HILL, who has won the Pebble Beach National Championship Sports Car Road Races more times than any other driver, shown piloting a Ferrari to victory in last year's classic. Phil is one of the heavy choices for this Sunday's feature.

out of the six times - with a Jaguar in the 1950 opener, and a Ferrari in '53 and '55 (in a driving rain). He is the man to

And Sunday he'll be in a 3422cc factory Ferrari, none other than the one World Champion Juan Manuel Fangio drove to victory at Sebring. Johnny von Neumann bought it. The car needed a little body work, but outside of that it's a going machine. They've revamped the brakes and valves and changed the axle ratio.

Woods will be unusually rough in his D-Jag, since "Lofty" Eng-land, one of the marque's brass, saw that things were done while he was here recently (it's different most of the other time). In no time he got a complete gear box for Pete, torsion bars and a heavier sway bar. They've changed the ratio here, too.

Pete is new to the course, but (Continued on Page 8, Col. 3)

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• Up the Straights

By Jim Mourning

BIG PARRAVANO ENTRY FOR FIRST SMASH PRO RACE HERE

EAVE US, as we are frequently wont to do, take a bloodshot-eyed squint at a controversial subject. In this case, we refer to Signore Tony Parravano, the coast contractor with an infectious grin and a penchant for very rapid Italian machinery.

Following his avowed defection to the scoot-for-loot element, some mighty dark aspersions were cast about with considerably more verve than accuracy. Se we hied ourself off for lunch and a five-hour chat to find out what makes him tick.

Our conclusion? This lad with the golden screwdriver is not only one of the nicest guys we've run into in this business, but one of the true sportsmen -whether for money, marbles or gold-plated bed pans. His methods may be driving some of the amateur elements to gnawing their Brooklands wheels, but his motives are to make racing the biggest and best sport possible.

How is he going to do this? First, he has guaranteed Kermit Pollack that when the first big professional races are run at the International Motor Raceway, a cluster of 12 rockets from Scuderia Parravano will be on hand. And, should things go right, three or four of these will be manned by the European boys that are a part of his entourage.

RACE PROMOTER?

This should settle, once and for all, the argument that professional races could never draw enough top talent and equipment to make it mean anything for many a moon. Tony could put on a race all by himself and is just liable

to do it if he has to. Secondly, Tony is making noises that sound suspiciously like those of a race promoter. Providing he can come up with the right operator to handle the deal, he promises to inject a healthy spot of long green into a really big event.

How big an event is he willing to go onto the hook for? Just as a starting point, he would double the purse offered at any other professional sports car race in the United States.

If they are offering \$5000, he'll come up with \$10,000 to attract top talent.

SPORT AND BUSINESS

Of course, some curious laddie is going to come up with a very large why. In Tony's own words, "I want to see professional racing on a European basis in this country. It should be high class, with clean sportsmanship. It can be both a sport and a business; it is in Europe."

For the benefit of kiddies with cynically raised eyebrows, we might point out the fact that Tony is no Tony-come-lately to this field. Back in the "good old days" when the first affair was run at Palm Springs, he was out there thrashing around in a supercharged Cadillac. The next year, he went for his first Ferrari and has soaked over \$200,000 into sports cars since.

Before we pass on to other things, let's lay to rest the idea that he has bought himself racing success. It's interesting to note that the Maseratis and 4.9 Ferraris backed by him are the only examples of these jobs to win a major U. S. event.

Incidentally, for some other interesting sidelights coming out of this interview, keep your eyeballs on coming issues of Sports Cars Illustrated.

HE'S NOT RETIRING

Now let's take a look at another controversial figure, this time the elan lad with the Mercedes-Rudy Cleye. The rumor about his retiring because of his duties with the Raceway has a way of cropping up with monotonous regularity. It's been particularly active in the last few days.

So we trundled our tail down to the Blarney Castle and asked him point blank. Relax you Class C and D hot-shoes, it's only wishful thinking. His only reaction was a somewhat surprised smile.

"I'm a member of the Northern Region of the SCCA," he said, "and I'll be driving at Pebble Beach. Does that sound like I'm retiring?

Which should take care of that rumor, at least for this

CLEM ATWATER SPORT CARS

Big SCCA Int'l Rally May 19_13

Sports Car Club of America stages the first International Rally to Baja California May 12-13 for members of the L. A and San Diego Regions and their invited guests.

Tentative plans call for a 446mile route, with 167 of it over Lower California's mountainous

ENSENADA HOST

Ensenada, which will play host to the sports car group at the terminus of the rally, has planned many festivities, such as parades, dances, fashion shows. A "Welcome to Ensenada" cocktail party will be given by the Tequila Cuervo Co., at the last check point.

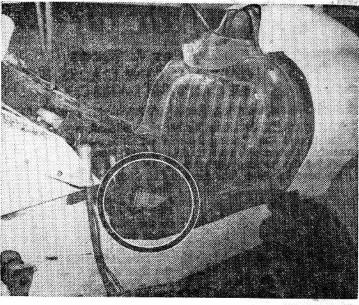
There will be a Monte Carlo Gymkahana Sunday morning preceding the parade and luncheon at Bahia Hotel.

SILVER TROPHIES

Governor Maldonado, of Baja California, and the mayors of California, and the mayors of death later in the day in the Tecate, Mexicali and Ensenada CRA-sanctioned 100 - mile Westphies to the winners of the rally ern States big car and roadster will present sterling silver troat a dinner dance in the famous Riviera Pacifico Hotel.

cali were called off because of sideways when hitting the shoulexpected to start from Santa a forward jolt. Old's safety belt Anita Race Track, joining an-snapped and he catapulted head other 50 from the San Diego Re-first into the 10-ft. high retain-ing wall. He suffered a broken and then proceeding south.

of a flareup over charges that Cleye had "deliberately failed to



DEATH CAR-Here's the sprint machine in which Driver Don Olds, Seattle, met death in CRA big car and roadster race at Arizona State Fairgrounds, Phoenix. Circle shows snapped safety belt, which broke when car rolled sideways, then pitched end-over-end. He catapulted into wall bordering track, suffering neck fractures. He died instantly. Victim had posted fastest qualifying time.

Olds Dies in Phoenix Crash

PHOENIX, April 8 — After setting the fastest time trial lap of 39.58 seconds in a 270 Offy, Don Olds, 40, of Seattle, met championship here today at the State Fairgrounds.

On the 50th lap he drifted too Original plans to go to Mexi- high on No. 3 corner, flipping insufficient time. Sixty cars are der. The car dug in, then took neck, dying instantly.

WEILER VICTOR

Cleye, Torres Quit

Slender, 21-year-old wayne race by nothing onto the Weiler, home-town hardtop fared with his right hand and vorite, drove a heady race in a Steering with his left! Mercury roadster to outfinish 32 Official results:



DON OLDS Killed in Phoenix Mishap

courageously continued in the

Al Torres and Rudy Cleye, two of the early prime movers behind Road Racing Register, pro racing group, have resigned from the organization. Cleye said reason was "circumstances beyond my control."

George Beavis, RRR prexy, said the action came on the heels of a flareup over charges that

INDIANAPOLIS RACE ENTRIES

ing participation."

Cleye has been waiting to see which way the wind blows—pro or amateur. Currently, it's amateur—and that's where Rudy is racing.

Both will continue to assist Beavis, however, they said. They had been RRR board members.

CARS

CORS

INDIANAPOLIS

RACE ENTRIES

(Continued from Page 1)

Ferrari entered with a piston displacement of 269 cubic inches. He won the world's championship in 1950 as a member of the Alfa Romeo factory team.

Some 10 more nominations are expected. Time trials starting May 19 will determine the 33 in the starting lineup on May 30.

Official entry list prior to the April 15 deadline (number indicates previous races):

5—Duke Dinsmore, Dayton, Ohio, 19—10 May 19 will determine the 3didy Cagle, Tulsa, Okla; 4—Gene Hartley, Indianapolis, Ind.; 1—Shorty Templeman, Seattle, Wash.; 0—Gluseppe Fraina, Torino, Italy; 2—Edde Johnson, Cuyahoga Falla, Occonnor, North Vernon, Ind.; 3—Pat Flaherty, Chicago, Ill.; 5—Andy Linden, Manhattan Beach, Calif.; 9—Fred Agabahasin, Albany, Calif.; 9—

in aluminum body work.

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Checkered Flag

By Art Lauring Los Angeles Times Columnist

POLLACK LAUDS 'STOVE BOLT,' SEES WIN AT PEBBLE BEACH

SEVERAL HAVE TAKEN exception to this pundit's recent comment that Bill Murphy's Buick-Kurtis contains a built-in handicap by virtue of its weighty and complicated push-rod, overhead



BILL POLLACK Drives 'Hot' Carstens Mount

Bill Pollack, an "amateur" chauffeur of no mean ability and experience, cites the case of the new Carstens Chevrolet-inspired "Stove Bolt" special as an example. This polished conglomeration of speed machinery consists of a Chevvie V-8 affixed to an HWM (British marque) chassis which had been specially modified from its original Grand Prix sports car dictat.

> The "Stove Bolt" (which Pollack is scheduled to race at the about-to-transpire Pebble Beach classic) has been prepared

be sheer drudgery to anyone but its owner, Tom Carstens, who takes racing quite seriously.

ENGINE MODIFIED 'FROM INSIDE OUT'

Aside from the legendary road-holding ability of the HWM's chassis, it is the modified Chevrolet mill with which we are concerned. Pollack maintains that special attention has been given to modifying the engine "from the inside out-NOT merely externally, as is the case with Bill Murphy's Buick!"

These words are a paraphrase of Pollack's statement, not that of your chronicler. According to Sir William of Sherman Oaks, the "Stove Bolt's" power-heart has specially-lightened valve lifting push-rods (considerably shorter than the stock counterparts in Buick) plus equally featherweight cam followers and exceedingly light, almost thistle-downish, one might say, rocker arms for its overhead valve actuating mechanism.

This means that Carstens, et al., have boldly experimented along metallurgical lines. Because of the foregoing, plus a few added touches of black magic (which Pollack refuses to divulge), the "Stove Bolt's" engine can claw its way to almost 8,000 rpm's

"And that," maintains Sir Bill of the leaden foot, "puts us on a par with Ferrari, Maserati or any other over-head cammed engine. What's more, we can get up to 8,000 revvs mighty rapidly. We will NOT take a back seat to any Italian, British or Germanmade product either at Pebble or elsewhere!

BUICK UNSUITED FOR SHORT COURSES

Now in contrast is the fact that Murphy's Buick has undergone certain modifications to increase its power. The most important of which is a locally made fuel injection system. But, while sturdy and ideal for brutal, all-around use, the Buick's present valve train is too cumbersome for the fencing ability so necessary in short-course sports car racing competition hereabouts. It would be interesting should Murphy eviscerate his engine and rebuild it along the Carsten-Chevvie idea. Of course this supposition is predicated on whether or not the premise of Carstens and Pollack that a properly prepared push-rod V-8 is as good as a double OHC, V-12 or Jag-type six-in-line, is proved by battle to be correct!

That pushrod mills have well-nigh reached their potential point of limit is well understood by Detroit. Because of this, GM is still experimenting with the single OHC 150hp V-6 introduced

on the La Salle Mark II experimental over a year ago! However, the advent of the "Stove Bolt" at Pebble and other contests may point out a new, hitherto unsuspected pathway toward higher pushrod RPM efficiency. Quien sabe? Meanwhile, it is well to remember that the Chevvie-Corvette, driven by John Fitch and certainly packed with every bit of GM know-how possible, placed fairly far down the list in over-all position at Sebring!

WHY DON'T THEY ACT LIKE ADULTS?

PARTS BIN: . . . The Cal Club schedules a Press-On-Regardless Rally so the SCCA slates a Mexican caper for the same date. Both clubs plan to stage sports car races in June-one locally, the other at Santa Maria-virtually coincidentally. One group proposes an individual for SCCA membership; another group, within that club and, particularly, those small, childish, nay moronic cliques who masquerade in long pants and/or skirts as "adults," a pox on thee! Like Mercutio, this scrivener is tempted to urge a plague upon both thine houses. When you have coped with what seems to be a psychological puberty, please "leave me know!

WILLIAMSON MOTORS

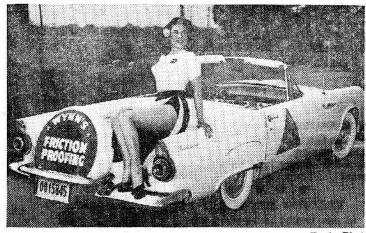
Authorized Sales & Service MG-A @ AUSTIN-HEALEY 3153 W. Pico Blvd., Los Angeles 19, Calif. REpublic 2-8126

PALM SPRINGS WINNERS

Bill Freedman 1st Place—XK120M Ces Critchlow 2nd Place—XK120MC Robert Chamberlin 3rd Place-MG-TC-S All Have Their Hair Cut at . . .

FRANK'S BARBER SHOP

Manicuring - Shine - Free Parking 7920 Santa Monica Blvd. Oldfield 4-9292



WATCH THE BIRDIE!-Ford T-Birdie, that is. And Miss Ann Fleming does help the bird-watching, at that. She's been named Miss Friction Proofing to help popularize Wynn's automotive products throughout Southern and Central California. If she doesn't get the

monoposte design to a "two-seat-er" so as to adhere with FIA Ann Feming Selected as Miss Wynn's Friction Proofing

A gorgeous girl and an equally beautiful Ford Thunwith a thoroughness that would derbird have been selected as sales promotion tools (such tits owner, Tom Carstens, who tools!) by W. K. Klessig, Southern California distributor for Wynn's Friction Proofing®

products.

The white T-bird will be driven thousands of miles by the curvaceous (36-23-35) lassie-Miss Ann Fleming, Miss Wynn's Friction Proofing. She'll visit Southern and Central California dealers, who are certain to fall under her spell, as her costume for the trips consists merely of a up early in the morning. Chief the trips consists merely of a form-fitting yellow sweater and black shorts.

This traffic-stopping attire will give Miss Fleming ample opportunities to disseminate her commercial material—and if anybody pays any attention to that stuff,

they've got no one else to blame but themselves.

Miss Fleming is 5 ft. 5 in. tall, brunette with flashing hazel eyes. She's single. Prefers men ambition: to become happily married and the mother of a little

The line to meet Miss Wynn's Friction Proofing forms on the right.

Gangway!

DRAG RACING RESULTS

Roadsters—A, Gary Cagle, Chrys., 117.86; B, Bob Weibley, Merc., 95. Fuel Classes Coupe-Sedan —A, Ter-esa & Cerneka, Blown DeSoto, 122.28; B, "Short Blocks," Merc., 90; C, Mar-shall Meyer, Chev. V-8, 89.09. Comp. Coupe/Sedan—A, Ivan Frost, Merc., 95; B, "Short Blocks," Merc., 101.

101. Hot Roadsters—A, B & A Special, Merc., 114.89; B, Denny Carrisosa, Ford. 97.11.

Mod. Roadsters — A, "Strokers,"

Merc., 114.89; B, Denny Carrisosa, Ford. 97.11.

Mod. Roadsters — A, "Strokers," Merc., 104.
Dragsters—A, Armstrong & Williams, Ardun-Merc., 131.
Stocks—A, James Starr, 56 Buick, 80.93; B, Manuel Miller, 55 Olds, 82.50; C. Robert Herron, 54 Ford, 77.20; D. Floyd Schmodt. 39 Chev., 70; E, Terry Brown, 36 Olds, 85.88.
Sports Car—A, J. G. Day, T-Bord, 93.40; B, "Short Blocks," MG, 71.04.
Cycles (Gas)—A, R. H. Fratt. Tri., 96.06; B, Jim Poltker, Tri., 106.38; C, Frank Chronis, Ariel, 89.
Fruel—B, Jim Poltker, Tri., 116.68.
Top Eliminator—Armstrong & Williams, Ardun-Merc., 127.65 (11.27 Sec.).
Top Time—Armstrong & Williams, Ardun-Merc, 131 (10.80 Sec.).

POMONA VALLEY TIMING ASS'N. APRIL 15
Gas Classes (coupe/sedan)—A, Geo. Sein, Cad., 97.99; B, Bill Hubner, Merc., 91.55; C, Duane Kofofd, DcSoto, 93; D, Hy Joseph, Chev. V-8. 89.12.
Altered Coupe/Sedan — B, Road Rebels, Merc., 101.01.
Street Roadsters—B, Victor Rosetti, Merc., 94.64.
Boadsters—B. Charles Lizone.

Rebels, Merc., 194.49.
Street Roadsters—B, Victor Rosetti,
Merc., 94.64.
Roadsters—B, Charles Lizone.
Fuel Classes (Coupe/Sedan) — A,
Floyd McNeal, Merc., 107.74; B, Road
Rebels, GMC, 85.67; C, Road Rebels,
Merc., 97.04.
Comp. coupe-Sedan—A, Batrum &
Belden, Merc., 123.96; C, Ken &
Jack Riddle, Merc., 123.96; C, Ken &
Jack Riddle, Merc., 123.96; C, Ken &
Jack Riddle, Merc., 85; X, Jim Rotta,
Ford, 94.14.
Hot Roadsters—A, B & A Spl.,
Merc., 114.22.
Stocks—A, Gyerlay & Rice, 56 Olds,
87.71; B, Shobe & Stabloid, 55 Olds,
87.71; B, Shobe & Stabloid, 55 Olds,
87.71; B, Shobe & Stabloid, 55 Olds,
81.81; C, Jack Ross, 52 Olds, 77.67;
D, (protested)... E, Herb Tunack,
Stude Golden Hawk, 91.09.
Sports Car—A, Lek von Raesburg,
Mercedes-Benz, 94.33; B, Earnie Horner, Crosley, 79.34.
Cycles (Gas)—A, Dwight Miller,
Cycles (Gas)—A, Dwight Rebels, GMC, 85.67; C, Road Rebels, Merc., 97.04.
Comp. coupe-Sedan—A. Batrum & Belden, Merc., 120.80; B. Sparks & Bonney Bln. Merc., 123.96; C, Ken & Jack Riddle, Merc., 85; X, Jim Rotta, Ford, 94.14.
Hot Roadsters—A, B & A Spl., Merc., 114.22.
Stocks—A. Gyerlay & Rice, 56 Olds, 87.71; B, Shobe & Stabloid, 55 Olds, 81.81; C, Jack Ross, 52 Olds, 77.67; D, (protested)... E, Herb Tunack, Stude Golden Hawk, 91.09.
Sports Car—A, Lek von Raesburg, Mercedes-Benz, 94.83; B, Earmie Horner, Crosley, 79.34.
Cycles (Gas)—A, Dwight Miller, 171; 85; B, Matthew & Siebrihr, Tri, 103.95; C, Jerry Lang, HD, 86.20.
Fuel—A, Bob Cleugh, Tri, 89; B, Jim Poetker, Tri., 117.18.
Top Eliminator—Jim Poetker, Tri., 117.18.
Top Time—Sparks & Bonneg, Bln. Merc., 123.96.

POMONA VALLEY TIMING ASS'N. AP SIL 8

Gas Classes, Coupe Sedan—A, "Short Blocks," GMC, 28.56; B. Bill Hubner, Merc., 90.82; C. "Short Blocks," Chev. V-8, 89.92; D. J. Bishop, Chev. V-8, 89.92; D. J. Bishop, Chev. V-8, 89.92; D. J. Bishop, Chev. V-8, 89.55.

Altered Coupe/Sedan— "Short Blocks," Merc., 102.53.
Street Roadsters—B, Victor Rosetti, Ford, 95.
Roadsters—A, Gary Cagle, Chrys., Roadsters—A, Gary Cagle, Chrys., Roadsters—A, Gary Cagle, Chrys., Fuel Classes Coupe-Sedan—A, Teresa & Cerneka, Blown DeSoto, 122.28; B. "Short Blocks," Merc., 90; C. Marshall Meyer, Chev. V-8, 89.99.

Camp Coupe/Sedan—A, Terest Cagle, Chrys., Chev. V-8, 89.99.

Camp Coupe/Sedan—A Lyan Frost.

SANTA ANA—APRIL 15 Roadster Class: A Overhead—Bosch, :05.26, A Flathead—Blevins, 1:07.52.). Roadster — Offenhauser Special, :36.76.

Fuel Class: Light Coupe—Tom and Jack, 1:11.11. Heavy Coupe—Tom's Muffler Shop, 1:06.38.

Muffler Shop, 1:06.38.

Gas Class: Light Gas Flathead —
Ward and Taylor, 96.15. Heavy Gas
Flathead — Altizer, 93.45. Heavy Gas
Overhead—Hickman, 94.65. Strip Gas
Flathead — Itow Automotive, 1:14.63.
Post War Flathead—Ford, 97.08. Post
War Overhead — Kennedy, 97.18. Gas
Rail — Weeren and Strong, 1:90.01.
Four Banger — Hale and Corcoran,
1:06.38. Sport Car Small—Bob Nabors,
77.51. Sport Medium—Cobb, 77.51.
Sport Big—Bare, 93.84. Sport Modified
—Dr. Tyber, 1:03.09.
Cycle Class: 50-50 Gas — Staggs,

Cycle Class: 50-50 Gas — Staggs, 1:03.09. 30-50 Fuel—Ward, 1:11.11.40 Gas—Lilley and Presitti, 1:13.11.40 Fuel—Thurston, 1:17.64. 61—Gas—Harman, 1:03.09.

Marman, 1:03.09.

Stock Class: A—Gregory, 70.92. B—
McNatt, 74.62. C—Bottorff, 76.14. CA
—Taylor, 76.92. CX—Tyree, 87.10. CAX
—Nees, 83.33. D—Hanson, 82.96. E—
Carey and Wooden, 92.59. F—Fullerton Muffler, 90.90.



MARION'S MEANDERINGS By Marion Weber

THE SEASON is spring and this is the time a young man's fancy lightly turns to thoughts of cleaning up his car, or if his fancy doesn't lightly turn in this direction it certainly should. (Sex is good all year). Now that good weather is permanently here (it says so in the almanac) the young man under discussion, if he has an ounce of red blood in his alcohol yeins. red blood in his alcohol veins, should get out and get under! (Clean all the winter crud and corrosion off the exterior and sanitize the interior of YOUR car, too, John. These words apply to other people as well as this young man) There is no time like the pleasant weather to shine the bright work; resurface the fascia, trim the wick in the headlamps and wind the spring in the clockwork. And by stronger the clockwork. And, by strange coincidence, MG MITTEN CO. just happens to be headquarters for de-crudding and sani-

tizing materials.

Check with yours truly for the items needed to put your sports car in Concours d'Elegance condition . . . and speak-ing of Concours and d'Elegance both, we have two news items:

1. There will be a real jazzy
Concours at Bakersfield on
race weekend . . . 19th of May
. . it will be held at the famous Bakersfield Inn in the evening and there will be beaucoup silverware awarded.

2. d'Elegance. We have been appointed mail order retail distributors for d'Elegance products including that products . . including that wonderful leather dye which the blonde sprays onto the upholstery while the top-hatted gent watches, fascinated, Resembler? So in refugicing member? So, in refurbishing your car for the summer, don't fail to restore that mint condition to the leather the easy dition to the leather the easy way ... no rubbing; no buffing, just spray on d'Elegance. Comes in Mille Miglia Red, Brooklands Green, Le Mans Blue, Frustrated Black and Neutral. A kit contains 3 cans of Color, 1 can of cleaner ... Only \$8.95 if you mention MOTORACING. (Postpaid if you send the geetus. Otheryou send the geetus. Otherwise 25% deposit on COD) This tremendous product will dye the leather no matter what the original color, so, if you plan to paint your car, don't worry about matching

the upholstery . . do it with d'Elegance! Other valuable clean-up items; Simichrompoli. The absolute end in metal Polish . . . generous tube 69c. Wax-o-matic Pre-wax Cleaner (polish to you Detroit Spange Wax-o-matic Pre-wax Cleaner (polish, to you Detroit Sponge owners) cleans like a dream, little effort, big show . . . \$1.50 per pint. Wax-o-matic Wax . . . produces extremely high resistance to smog, bird dung, traffic film and other nuisances . . . \$1.50 for 4 oz. Then: keep it clean with an MG MITTEN. Order now and heat the Mother's Day rush. beat the Mother's Day rush.



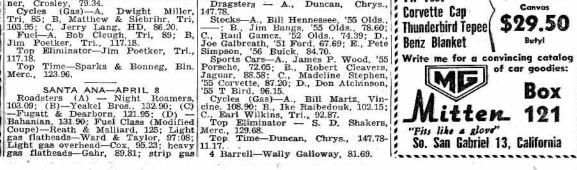
Healey Hugger Triumph Tunic

Jaguar Jacket Porsche Parka Corvette Cap

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\$24.50

\$22.95



Rain Cancels Midget

midget auto race, called off last

Saturday night, April 21, at Gar-

dena. And a 100-lap USAC stock

car race, first set for Bonelli

switched for Gardena's quarter

JONES JALOPY VICTOR

Parnelli Jones won the 30-lap

mile oval.



European Scene

By W. Robert Nitske

52 MAKE UP LE MANS FIELD; 1956 SWISS GRAND PRIX OFF

THE AUTOMOBILE Club de l'Ouest announced that the field of patrticipants at the Le Mans 24-hour endurance trial would probably be limited to 52 cars.

After a close inspection trip by government officials of the improved Sarthe circuit, the suggestion was made to limit the event to 35 participants. Apparently, the 52 figure represents the compromise. Last year, 66 cars started at the illfated event.

The Swiss Grand Prix will probably not be held at the old Bremgarten circuit anymore. It appears the authorities have long been trying to get the racing event discontinued. First conceived as a purely promotional proposition, this Grand Prix had long ago fulfilled its original purpose.

The government of the Canton Berne pointed out that during the 1947-1954 seasons nine persons had been killed and 44 people injured on the circuit. The 1948 season was particularily bad.

Last year the Swiss Grand Prix, together with several other events, was temporarily cancelled because of the Le Mans disaster. Now it appears that the edict is final!

. . . RACING FILMS?

Moving pictures on two Grand Prix racing personalities are in the discussion stage. An exciting story on Alberto Ascari and his equally famous father Antonio, has been written by Professor Farne of Alfa Romeo, with the assistance of Luigi Villoresi.

And the journalist Giovanni Canestrini has written the fascinating life story of "Il Mantovane Volante" (The Flying Mantuan). He was, of course, the colorful campionissimo Tazio Nuvolari.

Being made in Italy, the films ought to be able to capture the true spirit of Grand Prix automobile racing, I venture to say that everyone connected with the making of these two pictures will be a

...... wild enthusiast and might find it distressing to keep his unbounded energy in a moderate

6 mg J [20] [21] [22-3

LEADING DRIVERS

At its recent meeting at Monte Carlo, the sports committee of the FIA announced a list of "International Class A" drivers. Twenty-seven names of Grand Prix drivers were given.

Every one of those mentioned is certainly of championship caliber and we have no quarrel with the listing.

Apparently, the reason for this list is to limit the activity of these excellent drivers to only authorized racing events of the first order. These would include all of the championship Grand Prix formula and sports car races.

The list includes: Behra, Castellotti, Claes, Collins, Fangio, Farina, Frere, Gonzales, de Graffenried, Hawthorn, Herrmann, Kling, Lang, Maglioli, Manzon, Menditeguy, Moss, Musso, Perdisa, Pilette, Rosier, Schell, Simon, Tarruffi, Trintignant, Villoresi, Whar-

What, then is the official status of such excellent drivers as the Americans Phil Hill, John Fitch, Carrol Shelby? Or what about Chiron, Mieres, and some of the other better known European drivers?

GRAND PRIX RACING

After the successful Sebring event last March, it is hoped that regular Grand Prix racing will come to this country. (The FIA also sanctions the Indianapolis 500 mile race.)

Perhaps after the European season or the Argentine events, a race for sports cars and Grand Prix formula ears could be held. The Wisconsin circuit might be too dependent upon weather, but the proposed International Raceway COULD BE the site for real Grand Prix racing in this country. A circuit has to be in operation for one year before it is considered by the ruling body for an event.

CLASSIFIE

WANT to sell that car? Looking for a bargain? Something to trade? Services to offer? Looking for a ride? Most inexpensive way to advertise in MOTORACING for best results is in the Classified Column.

Morth, Seattle, Wash. Capitol 5432.

1952 TALBOT-LAGO coupe. Figoni-

Rates are 10 cents per word. \$2 minimum per ad. CASH must accompany all orders. Copy 10 days in advance of publication date. Next issue dates: May 4-11.

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CLASSIC CARS

1948 JAGUAR MK IV Drophead. Easy to restore, needs engine repair. \$850 full price. Can Finance. Hausken-Watson, Sport Car Center, 1932 Har-bor Blvd., Costa Mesa, Calif., Liber-ty 8-1194.

FOR SALE

SPECIAL BUILDERS—Jupiter chrome moly tubular frame with torsion bar suspension, rear end complete, tubular front axle, spindles, '54 Lincoln 12x2½ inch brakes, 4 Lincoln wheels, cutdown Cadillac radiator. Sacrifice \$250. McNeilly, 6956 Goodland Ave., No. Hollywood, Calif. PO 5-2309.

D-B PANHARD, All aluminum body, perfectly maintained. Enjoy success-ful racing in Class H. \$2200 Bargain. Stan Mullin, 458 So. Spring St., Los Angeles 13, Calif.

Angeles 13, Calif.
C-JAG NEEDS good driver—must sell—just drafted. 1275 No. Sweetzer, Hollywood 46, Calif. Whoever reads this ad I love you.

54 AUSTIN-HEALEY, White with red upholstery, Radio, Never raced. 16,000 miles, \$2195. 1124½ La Boice Dr., Glendale, Calif. Cl. 2-2272.

North, Seattle, Wash. CApitol 5432.

1952 TALBOT-LAGO coupe. FigoniFalashi body, Paris show car, showroom condition. Owner in Air Force,
\$3500. See at 8363 Sunset Blvd., Hollywood, Calif.

938 MERCEDES-BENZ convertible,
type 500 and a 1939 Talbot-Darracq,
5 passenger convertible. Tommy
Wolfe's Barber Shop,
3118 Burbank Blvd., Burbank, Calif.,
TH. 8-0839.

UDSON SUPERCHARGER for TC-TD-TF complete with all fittings. Recently rebuilt, like new. Ew Melt-zer, 631 No. Robertson Blvd., Los Angeles 46. CR. 4-1752.

V-16 MARMON in Packard Chassis, 2 speed rear, mechanics special, \$225. Cycles—Jawa Twin \$200, Vincent \$425, 2 very large Wagonwheels, \$45. Bob Smith, 14515 Tyler St., San Fernando, Calif. Phone days, TH. 8-6614

LANCIA GRAN TURISMO, 1955, Never raced, \$4250. SYlvan 0-1326.

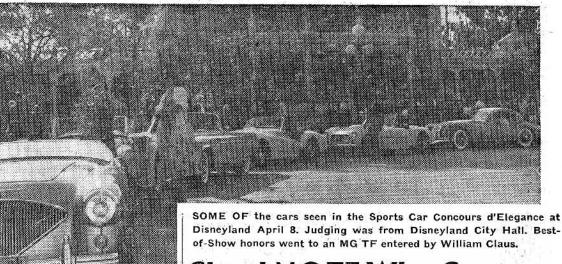
WANTED

ANYONE WHO attended Venice High School, Venice, Calif., 1929-1930, please write Box V, Motoracing.

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Sport Car & Race Car Bodies
DESIGN & FABRICATION

Michael Scott Custom Metal Shaping 1520 N. Ivar, Hollywood, Calif. HOllywood 2-0372



Disneyland April 8. Judging was from Disneyland City Hall. Best-

Claus' MG TF Wins Concours An M.G. TF 54, owned by Wil-grift. No. Carmelina, Los Angeles.

Gabriel, swept a field of some All of the above, with the ex-40 entries to capture best-of-show ception of Vandegrift, who is a honors in a Sport Car Concours member of the Santa Monica 4-Race at Gardena Oval d'Elegance at Disneyland last cyl. Club, belong to the sponsor-ing Whittier organization. The 100-lap USAC National April 8.

Judging the event which drew week due to rain, will be held together a sleek field of well groomed purring powerplants Complete Foreign and Sport Car Service under sponsorship of the Whitten Acylinder Car club ware tier 4-cylinder Car club, were delay John Bond, editor of Road and Stadium April 28, has been Track Magazine, Mrs. Elaine Bond, his wife, and George Whitney of Disneyland.

Other class winners were: Parnelli Jones won the 30-lap CJA — jalopy derby last Sunday at Gardena Stadium before 2740 fans. He was timed in 8:25.21, and bested Armond Wahl and Freddie Tomlinson.

Other class Winners were:
Class 1, M.G. Toc owned by Walter Haines, 11636 Wakeman St., Whittier, Calif. Class 2, M.G. Special owner by Ladd Hursky, 10725 Carmenita, Whittier, Calif. Class 3, Triumph, TR2 owned by Thomas Whitefoot, 5832 Sereno, Temple City, Calif. Class 4, Doretti, owned by Robert I, Vande-

liam Claus, 133 DeAnza, San Class 5, Thunderbird, owned by Wm. Hall, 12210 Rives, Downey.

*** PADRE GARAGE

JOE BOLDING Hollywood 5-4663 1925 N. Wilcox Ave., Hollywood 28, Cal Jaguar, MG, Hillman, Morris, Riley

See the NEW



Coupe&Roadster

Michell & Pauli, Inc. 4661 W. SLAUSON at La Brea

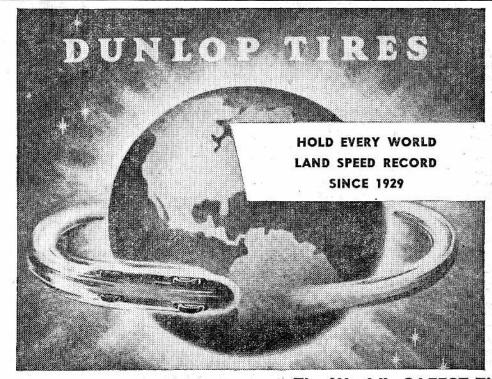
AX-4-5273

MGCCA English TRIALS April 29 in ENCINO CALL OR WRITE

A. Edelson 19627 Saticoy, Encino

DI. 2-0210

C. Whitney CI. 3-6155



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Rallye Roundup

By Buzz De Bardas

MORE HELPFUL HINTS ON STAGING YOUR OWN RALLYE

LAST ISSUE we started on staging your own Rallye. Points covered were a suitable name and a starting place, plus permission to start there. Your next points are some study of a good map, selecting the area you would like to cover, and then starting to lay out the event.

A good, safe procedure is to begin at the starting line with a known amount of air pressure in your tires and the trip meter at zero, BUT no watch; then as you ride along, list each of the street changes as you come to them. Remember to use street, drive, etc. The manner in which you list the instructions are all up to you. Some like to use "L-Y," and another will state, "As you ride down 93rd street in the city of Santa Monica you will pass the city hall. 2.2 miles and 3 feet from the west edge of said city hall the street will branch off. Stay on your right not left)," and so on to the next instruction.

SIMPLE INSTRUCTIONS

As a competitor, I like to be handed a set of instructions that are simple and clear. There is nothing like a messedup set of directions to divide the men from the boys. This may be true, but remember the boys will not be back to your next Rallye.

One of the local clubs believes that for all Rallyes, to be any good, you must tear out the gear box, ruin the oil pan and if you come in with the mu fler still intact you couldn't nave been really driving. The instructions are some-

times just as goofy as the roads they run on. The result is that they are now breaking their backs attempting to get as many as 10 per cent of their membership out to an event. As you can see, it's your event. Set it up anyway you

THE SAFE WAY

After the first run through to establish the directions, the second will be to set up the speed. A safe way to keep from killing all the competitors would be to start at the same place they do and drive along at a slow, safe speed. When you arrive at the place to change speed, STOP, note distance traveled and time used; then go on to the next

A good point to remember is to time the event under as much the same conditions as the competitor will have to face. Don't time a Saturday evening Rallye on a Thursday evening. Needless to say, the traffic must be heavier.

Using the freeway can sometimes be a fooler. You can time it for a month of Saturday evenings and know that everyone can manage 42 mph, yet the night of the Rallye it turns warm and everyone and his brother is out driving that

A safe thing is to list two speeds — (1) the normal one you are sure you can make, and (2) real slow to cover the worst jam known to mankind. Make them optional.

Next issue, more on your own

FORMULA III

By Mike Siakooles

THE SANTA BARBARA Formula III race saw Bruce Kessler, Dr. Leon Becker, Bob Korst and Harry Morrow using JAP engines but each had dif-

ferent suspensions as was evidenced on turn 9. Kessler and Korst fought an exciting battle for the lead on that corner and the Kessler Cooper's front end pushed badly



MIKE SIAKOOLES while Korst's Effyh dirt tracked, practically setting the car on a line and following it straight through, But on turn 4, long and sweeping, the Effhy went through in a long, smooth four-wheel drift.

brakes permitted Korst to pick up. up many feet over the Cooper on the short turn.

OPEN HOUSE

The 500cc Club, Inc. will hold an open house at Warren Olson's, 631 N. Robertson Ave., Los Angeles, Sunday, May 13. It will be the first and biggest display of homebuilts, half-builts and production cars ever assembled in one place at one time. One and all are invited. Admission is free. pete in 500cc Club Formula are Doors open at 8 p.m. Bring your cameras, sketch pad and tape bustion chambers and valve lomeasures if you like.

There will be 20 to 30 cars on hand, among them several Coopers, the JBS and the Effyh, as

Single overhead Cam Crosley (4) 45 cu. in., Overhead Valve Renault (4) 45 cu in., Indian Scout (2) 45 cu. in., Harley Davidson (2) 45 cu. in. well as a number of homebuilts of every conceivable suspension engines to choose from, it should and design. Many owners and be possible for any prospective builders will be present and builder to make a choice that working on their cars in prepara- will fit his yearning capacity as tion for Bakersfield.

Bob Wenz was the first homebuilder to race his car in the State. It was basically made of Fiat 500 parts (front end, frame, rear axle and a sprocket added) It was powered by an Ariel Red Hunter engine and Berman gear box. Bob built most of the car at home but machined the necessary parts at a high school machine shop. The body was made of aluminum and designed after the Strange 500cc (one of the first 500's ever built in England).

COST UNDER \$400

Bob's car was built for a cash outlay of under \$400 and as many will recall it was a going little machine, giving Warren Myllenbeck's Cooper D.O. Norton some stiff competition.

Here is a list of engines that series of short broadslides, while can be used in a Formula III the Cooper drove through in one car and comply with FIA ruling. Most of these engines must be The Effyh's extremely large converted to alcohol and hopped

Ariel Red Hunter (single), AJS (single or twin), Matchless (single or twin), Matchless (single or twin), BSA (single) B-34, Goldstar, Clubman; Triumph (twin Speed Twin Tiger, Guzzi (single), Glera (single), Vincent (single) Comet, Velo (single) KSS, Indian (single) Woodsman, Norton (single) International, Manx, DO: JAP (single) 14 to 1 compression stock, BalW (twin).

Of these, the D.O. Norton and the JAP are the two most widely used in Formula III rac ing. The engines allowed to comas follows, providing the comcations can be altered:

With such a wide variety of well as his earning capacity.

MotorRacing's Readers Speak (Continued from Page 2) | marked spectator enthusiasm. | FORMULA III FAN

(Continued from Page 2) a production race in a stock car It is widespread knowledge that without help from a dealer, distributor or special (works stock) car, etc.

Well, here's a good exception. Skip Hudson owns a strictly stock Porsche 1500cc Super Speedster. The only time it was ever apart was after Palm Springs when he was protested.

Skip is a future champion and a real sportsman. MOTORAC-ING'S great.

Joe Vittone Riverside, Calif.

ALL-VW RACE

This reader wonders if the Duke would wonder when the CSCC and SCCA will schedule an all-Volkswagen race such as the many such events included in Eastern programs with such

Crash Ruins Cleye's Mercedes-Benz

Rudy Cleye's spiffy white Mercedes-Benz 300SL was totalled when it was involved in a crash with a huge truck near Newhall last week. Wilhem Veckenstedt, German-trained master mechanic testing the car at the time, escaped with only minor bumps.

As a result, Cleye was left without his top mount for the Pebble Beach races. He now will race George Tilp's Mercedes, assertedly in anything but top con-

one of the most popular and successful events at the recent Palm Springs 10th Running was the Small Sedan Race. We wonder when such spirited competition will no longer be relegated to sleepy Saturdays and a mere 15 minutes. Spectators and participants alike are anxious for occasional programs which will enable the formidable little VWs to compete against each other for the first three spots, without such manifestly unequal competition as Panhards, Simcas and Volvos.

Leonard Pruyn, VW Charles Beaumont, VW Ed Tomerlin, Porsche William Nolan, Austin-Héaley Van Nuys, Calif.

HOW ABOUT DRIVERS?

Let me join in the protests of those who object to staging "amateur" races for the benefit of the Haskells—I'm for real "amateur" racing, with benefits to charity or the sports car clubs, but if profits are to be made by individuals, let them go to the drivers first!

> Paul Wenger, Studio, City, Calif.

Now Open! PIT STOP GARAGE

Foreign Car Repairs By VINCE PAPE, events chairman MGCC MGCCA 4210 Burbank Bivd. Burbank, Calif. TH, 2-7291

My only suggestion is also my sincerest wish. Please keep your publication just as it is. If you wish to improve merely print it on a better grade of paper so that the excellent photographs will be even more enjoyable.

The formula III coverage is my principal interest. Best wishes for a grand and successful future,

> James F. Lee San Diego 5, Calif.

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NICK PASTOR

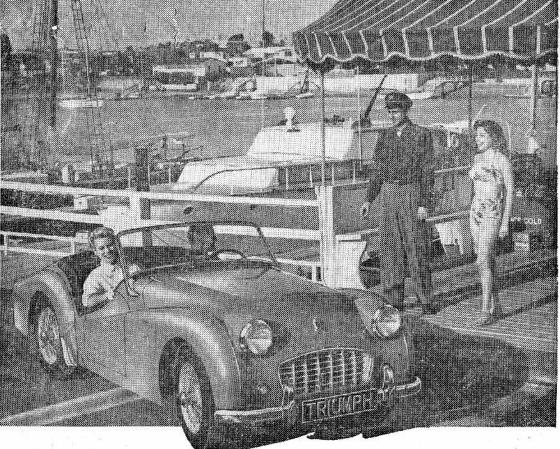
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No ride more exciting - no trip more inviting - than the one you'll get in your Triumph TR-3. Before you've traveled the first mile, you'll become aware of that indefinable "something" that makes the Triumph TR-3 different from any other car made. But you'll have to drive it to experience this startling

sensation yourself and discover what all TR-3 owners already know - It's FUN - It's a TRIUMPH!

SPECIFICATIONS

ENGINE: 4 cyl. ohv. 1991 cc Displacement HORSEPOWER: 100

WHEELBASE: 88 inches

WEIGHT: 2000 pounds



and service readily available Coast-to-Coast.



1957 W. 144th Street, Gardena, California • Telephone DAvis 9-7575

1956 Corvette
1956 Studebaker
(EUROPEAN)
1951 Morgan 3-Wheel
1955 Volkswagen
1956 Ford Anglia
1956 Ford Prefect
1956 Ford Wagon
1956 Citroen
1956 Wetropolitan
1956 Estate Wagon
1956 Estate Wagon
1956 Ford Coupe
1955 Volkswagen
1956 Renault
1956 DKW Coupe
1950 MG Sedan
1956 DKW Coupe

1950 MG Sedan
1956 DKW Coupe
DKW Coupe
DKW Coupe
CUROPEAN
1951 Riley Sedan
1956 VW Karmann-Ghia
1956 Citroen
1956 Sunbeam
1956 Sunbeam
1956 Sunbeam
1948 Jaguar Mk. IV
1956 VW Karmann Ghia
(EUROPEAN)
1955 Mercedes-Benz
1954 Nash Healey
1954 Mash Healey
1954 Mercedes-Benz
1956 Rolls Royce
individual classes)
1932 Duesenberg
1936 Packard
1928 Pierce Arrow
1929 Packard
1939 Packard
1939 Packard
1931 Ford
1935 Packard
1926 Stutz
1942 Cadillac
1931 Ford
1935 Packard
1931 Ford
1935 Packard
1931 Lincoln
1929 Duesenberg
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1934 Packard
1929 Stutz
1930 Duesenberg
1923 Ford
1924 Pierce Arrow
1941 Packard
1937 Cord
1934 Packard
1931 Cadillac
1938 Packard
1931 Cadillac
1934 LaSalle
1938 Darrin

1934 Packard
ARS
1939 31/2 Litre Jaguar
1933 Rolls Royce
1935 Rolls Royce
1937 Bugatti
1930 Isotta Franschinl
1929 Rolls Royce
1936 Swallow
1939 Bentley
1930 Bugatti
1934 Rolls Royce
1927 Bugatti
1937 Auto Union Horch
inclusive)
1902 Autocar
1909 E.M.F.
1913 Cadillac
1913 Ford
1905 Buick
(For Display only)
1956 Continental
1956 Suick
1956 Nash
1956 Podge
1956 Plymouth
1956 Packard
1956 Dodge
1956 Packard
1956 Dodge

1938 Darrin 1929 Cadillac 1934 Packard

1956 Dodge



TRIUMPHS LEAD IN '55 PEBBLE RACE

Pebble Beach Concours Entries

11-5 P.M. SATURDAY, APRIL 21

	ge, Pebble Beach,	
Jack Allen		1953 MG-TD
	Stockton	1949 MG-TC
Stephen Block	Oakland	1934 MG-PA
Frank P. Bray	Carmel	1956 MG-A
Ann Carter	Monterey	1949 MG-TC
Mr. and Mrs. Jack Carr	Pasadena	1948 MG-TC
Gerald R. Caudill	Santa Cruz	
Don and Joyce Easton	Palo Alto	1955 MG-TF
Sally and Peter Edmondson	Palo Alto	1948 MG Rdstr.
Buzz Ellsworth	Beverly Hills	1949 MG-TC
John P. Erickson	Sausanto	1950 1114-115
S. Russell Hawe	Monterey	1953 MG-TD
Lowell M. Herrero	Piedmont j	1948 MG-TC
Evelyn N. Hildebrand	Carmel Stockton Los Angeles Oakland Carmel	1954 MG-TF
L. G. McNeilly	Stockton	1955 MG-TF
Armin F, Muller	Los Angeles	1953 MG-TD
Stanley E. Peterson	Oakland	1948 MG-TC
Arthur D. Polson		1952 MG-TD
Kerian J. Shomber	Oakland	1949 MG-TC
Gene Szemanski	Fairfax	1949 MG-TC
Todd Woodell	Hillsborough	1948 MG-TC
B. EUROPEAN	SPORTS CARS	
Mr. and Mrs. F. Chas. Anderson	Menio Park	1955 Jaguar XK140 MC
Frank B. Arnott	Los Angeles	1956 Austin Healey
Gene Babow	Kentfield	1954 Jaguar XK-120
Max Balchowsky	Hollywood	1956 Austin Healey
Al J. Bogen	Oakland	1954 Austin Healey
Kevin C. Douglas	San Mateo	1956 Mercedes Benz
Alex Irwin	San Jose	1953 Jaguar XK120M
Jack A. Jarmuth	San Francisco	1953 Jaguar XK120M
Lanin D. Lanny		1956 Triumph
Dr. Paul E. Maimone	Berkeley	1954 Jaguar XK120
David S. Montgomery	Hillsborough	1952 Jaguar XK120M
Mrs. Richard Seike	San Francisco	1956 Porsche
Dr. Paul E. Maimone David S. Montgomery Mrs. Richard Selke Ross H. Snyder	Redwood City	1954 Jaguar XK120M
Harold Treacy	Monterey	1954 Moretti-MG
Mr. and Mrs. F. H. Watson III	Berkeley	1954 Austin Healey

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Gardena
Dakland
Oakland
Oakland
Hollywood
Los Angeles
Monterey
Carmel
Carmel
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Carmel
Carmel

Walnut Creek San Francisco Pasadena San Carlos

Walnut Creek San Francisco Piedmont Hillsborough

Berkeley Lafayette San Francisco San Francisco San Francisco San Francisco

Novato
Oakland
Atherton
Carmel Valley
Orinda
Carmel
Hayward
Los Altos
Pebble Beach
Richmond

Novato

Al J. Bogen

Kevin C. Douglas

Alex Irwin

Jack A. Jarmuth

Lorin D. Lacey

Dr. Paul E. Maimone

David S. Montgomery

Mrs. Richard Seike

Ross H. Snyder

Harold Treacy

Mr. and Mrs. F. H. Watson III

A. A. Bennett

C. EUROPEAN

Oakland

San Mate

San Fran

Monterey

Hillsboro

Redwood

Monterey

Berkeley

Monterey

C. EUROPEAN

SOPORTS

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Harold Treacy
Mr. and Mrs. F. H. Watson III
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C. EUROPEAN
Bennett Motors
Jacqueline Bors
Eva Duwe
George C. Dyer
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Hart Isaacs
Don P. Schoenert
Marion A. Weber
Dr. Thos. C. Wilson
D. EUROPEAN
D. EUROPEAN
D. EUROPEAN
Asherton
Jay Leone
I. W. Robbins, Jr.
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H. B. Wyeth, Jr.
E. AMERICAN
Mr. and Mrs. Douglas Rich
L. A. Roller
Murray Vout
F. PASSENGER CARS UNDER \$2500
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Monterey
Berkeley
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1956 Mercedes Benz
1956 Lancia Spyder
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1956 Aston-Martin
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1957 Lancia Spyder
1958 Mercedes Benz
1956 Aaton-Martin
1956 Aston-Martin
1956

Murray Vout

F. PASSENGER CARS UNDER \$2500

Carmel

Chuck Baird

Beverly and Leonard Clow

Bick Bye
Dick Dye
Dakla
Mrs. Colette Garnier
Holly
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Stuart Montmorency
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Mrs. Verda Rhode
Walin
Glen H. St. Louis
Mrs. Peter Satori
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G. PASSENGER
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Mrs. | Donald I. | I. | Donald I. | Donald

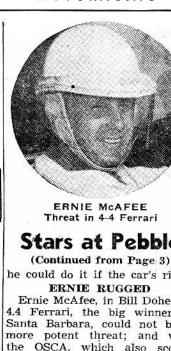
Lorn.
Joe Madore
Alton H. Walker
H. PASSE.

Warren G. Epstein
Albert P. Harris
Mahlon K. Jordan
James Leo Murphy
Frank Work
I. PRE-WAR AMERICAN CARS (no indi
James Aiken
Jr.

San Francisco
Orinda
Walnut Creek
Francisco Glaude E. Beavers
George Chuckovich
Joseph W. Cochran III
Benjamin J. Dieden
Edward J. Carey
Nick Fornellas NICK Fornellas Granger F. Hill Alex Holcombe Jim Kurtzhal Major Wm. H. Lacey Kenneth W. Leibee John S. Lewis Blair McDonald Richard Normand Blair McDonald
Richard Normand
Mark J. Raggett
Ben Reese,
I. W. Robbins, Jr.
Walter H. Rowland
Mr. and Mrs. W. L. Runyon,
John F. Swain
Ben Solomon
James C. Walsh Jr.
Lafavette

Lafayette 1936
San Mateo 1926
San Francisco 1937
J. PRE-WAR EUROPEAN CARS Alice Ruth Woolsey Marvin Zukor V. A. Corradini
Frank B. Cox
Dr. George L. Kerrigan
E. A. Lindstrom
Milton Meyerfeld
I. W. Robbins, Jr.
John B. Rosenthal
Dr. Milton R. Roth
L. Ross Sine
I. W. Stephenson
Mrs. Florence Wasson
K. VINT Robert H. Berg

AR EUROPEAN CA
Carmel
Carmel
Arcadia
San Rafael
Orinda
Menlo Park
San Francisco
Los Altos
Hillsborough
Long Beach
Los Altos
Pebble Beach
Oakland
ARS (Prior to 1915
Hillsborough
Sacramento
Piedmont
San Leandro
Pebble Beach K. VINTAGE CARS Robert H. Berg Hisburrugh Salcramento Jordon G. Carlton Piedmont San Leandro Alton H. Walker Pebble Beach L. STANDARD AMERICAN PRODUCTION L. STANDARD A
Mrs. A. A. Bennett
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Lorin D. Lacey
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Virginia Meador
William Stahl
William Stahl
Evelyn Young Carmel Hillsborough Monterey
Monterey
Monterey
Monterey
Pebble Beach
Monterey
Monterey Pebble Beach



Stars at Pebble

he could do it if the car's right.

Ernie McAfee, in Bill Doheny's 4.4 Ferrari, the big winner at Santa Barbara, could not be a more potent threat; and with the OSCA, which also scored twice at SB, in the under-1500cc.

Some figure Pollack will do it with Tom Carstens' "Stove Bolt," the Chevvie-powered HWM Special, Bill says, "No compromise . . . nothing less than victory. Pollack won the classic in '51'52 with the famed Cad Allard.

Brero races a big 4.5 Ferrari, Jack McAfee tools John Edgar's volatile new 3.5 Ferrari, Austin a D-Jag, and Edwards a 3-liter Ferrari.

Our picks: Woods, Hill, Ernie McAfee, Jack McAfee, Pollack and Brero.

The under-1500cc we tab as a fierce duel between Ernie in the 1490 OSCA and Jack McAfee, who will pilot the factory Porsche that placed sixth overall and won the index and class at Sebring. Edgar bought the job from the factory and, like he said, it has a few "goodies" on it.

A tip: watch the nine Triumph TR-2s and 3s in the over-1500cc for productions.

See you at Pebble!

TEXANS RACE, TOO

The Texas SCCA National Sports Car Races will be held June 1-3 at Eagle Mountain National Guard Base, Fort Worth.

Field for the Vintage Cars five-lap race, at 12 noon, follows:

1915 HUDSON—LINDLEY F. BOTH-WELL, Woodland Hills (owner of all the cars in the race). This car formerly driven by Ira Vail and came in second at Sheepshead Bay in 1916, averaging 108 mph. with 3 pit stops. It placed eighth at Indianapolis in 1919.

1913 PEUGEOT — WALT ROSEN-THALL, Los Angeles. This world-famous car won Indianapolis in 1916 with Dario Resta driving. It also won the Pan Pacific Exposition in 1915 in San Francisco, and was winner in Santa Monica in 1916 as well as other events too numerous to mention.

1908 BENZ—TOM CARSTENS, Tacoma, Washington. Formerly driven by Barney Oldfield, a 3-litre car and one of Oldfield's most famous.

1908 BENZ—LINDLEY BOTHWELL, JR., Alameda. Formerly driven by Eddie Hearn and an exact duplicate of Oldfield's car.

1913 STUTZ—JESUS CHAVEZ, Mexico. Formerly driven by Wid Bob Burman, this car raced at Ascot, Corona and in many other road races.

1910. BUICK.—HOWARD. CAMP-BELL, Los Angeles. This car raced in Arizona, New Mexico and Texas in the early days.

Calendar

April 20-21, SMFCCA Pebble Beach rally. Your home to Pebble Beach. April 21-22, Seventh annual Pebble Beach National Sports Car Races and Concours d'Elegance. April 21, 100-lap USAC midget race, Gardena.

Gardena.

April 23, "No One Got Lost Rally"
by Santa Monica FCCA. Call OL.
5-8710.

April 22, USAC stock cars, Vallejo.

April 29, 100-lap USAC stock car

April 29, AMA 100-mile motorcycle special, Willow Springs. April 29, English Trials, 8 a.m. En-

April 29, English Trials, 8 a.m. Encino.

May 5-6, Motorcycle Grand Prix.

Motorcycle races, Catalina Island.

May 6, Road race training association event. Call DU. 2-0864.

May 6, So. Arizona Sports Car Clubroad races, Wilcox, Ariz.

May 6, Arrowhead FCC "Ups and Downs" Rally.

May 12-13, SCCA International Rally, Santa Anita to Ensenada.

May 12-13, CSCC Press On Regardless Rally to Las Vegas.

May 13, 500cc open house, 8 a.m., 631 North Robertson Avenue, Los Angeles, explained Sunday Celton.

geles.
Drag strips, Sunday—Colton, Long
Beach, Pomona, Santa Ana, and San
Fernando.
Jalopy races every other Sunday,
Maywood; Sundays at Gardena.

7th Annual Pebble Beach Sports Car Road Races

April 20-27, 1956

APRIL 22, 1956
FIRST RACE — 10:00 A.M.
PRODUCTION CARS (1500 C.C. AND UNDER)—15 LAPS
CLASS F
Marque Owner

Car No.	Marque Owner		Driver	Displ.
20	Dorocho Cannona Donald	R. Dickey	Same	1488
27	Porsche CarreraLeRoy	Caverly	Same	1488
50	MG-AJohn Be	eazley E.	Forbes-Robinson	1490
66	MG-A Kjell H	. Qvale	Jimmie Hughes	1490
74	Porsche Carrera LeRoy MG-A John Bo MG-A Kjell H MG-TF Jack Sc	oville	Same	1466
81			Same	1498
91	Porsche SpeedsterGeorge	Gartung	Same	1488
92	Porsche SpeedsterSkip Hi	udson	Same	1488
107	Porsche Speedster Robert	Domito	Same	1496
109	Porsche Speedster Robert	Donner •	Same	1488
156	Porsche Speedster George Porsche Speedster Skip Hi Porsche Speedster Robert Porsche Speedster Robert MG-A Fred III	5 G	Frank Nau	1490
22	MG-TDMorrow MG-TDAnita M	Decker	Same	1298
28	MG-TDAnita M	arshall	Same	1250
33	MG-TDGordon	Wilson	Same	1250
52	MG-TDFraser	Sibbald	Same	1288
93	MG-TD Debbie	O'Brien	John Carlson	1250
116	MG-TFCharles	Schroeder	Same	1250
128	MG-TF Charles	Hartman n	Dennis Riley	1298
137	MG-1F Charlott	e Duncan	Same	1240
212	MG-TFRobert	Potter	Same	1250
260	MG-TFRobert	Brigham	Same	1250
269	Alfa Romeo Bob We	lier	Same	1290
	PRODUCTION CARS (OV CLAS	— 11:00 A.M ER 1500 C.C.	l.)—15 LAPS	
	CLAS	SC		
34			Same	3442
46	Gorvette Walt H Jaguar XK-120 M Dale Fu Corvette Roy Sto Jaguar Dr. Fra Jaguar Bob We	ansgen	Same	4346
47	Jaguar XK-120 M Dale Fu	rlong	Same	3442
60	Corvette Roy Sto	rey	Same	4342
62	Jaguar Dr. Fra	ncis Hodges	Same	3447
69	JaguarBob We	ller	Same	3442
70	Jaguar XK-140 MC Fred BI	ock	Same	3442
82	JaguarGregory	Teaby	Same	3442
83	Jaguar Gregory Jaguar Karl Sta Jaguar Jack Ra	angl	Same	3442
84	JaguarJack Ra	msey	Same	3442
96	Jaguar Bob Byl Jaguar Ces Crit	rd .	Same	3442
103	Jaguar Ces Crit	chlow	Same	3442 3442
129	JaguarIrving F	Robbins	Same	3442
143	Jaguar Edward	Burns	Terry Cox Same	3442
160	Jaguar Irving F Jaguar Edward Jaguar XK-140 MC Weldon	Russen	Same	3442
183	JaguarIm Pet	S D		
25	Austin Healey Roy Jac Austin Healey Donald Mercedes 300 SL Charles	kson-Moore	Same	2660
40	Austin Healey Donald	Talmage	John T. Dalton	2660
80	Mercedes 300 SL Charles	Rezzaghi	Same	2890
102	Austin Healey Lewis r	voe:	Jack Woodard	2660
112	Mercedes 300 SLGeorge	Tilp	Rudy Cleye	2975
113	Austin Healey Leon Pi	ttman	Same	2660 2451
122	Lancia	niicy	Same Same	2992
136	Mercedes 300 SLAnthony CLAS	SF		
10	Siata Lou Kel	ler	Same	1996
30	Triumph TR-3Mary L	ou Marks	Billy Smith	1991
36	Triumph TR-3 Mary L Triumph TR-2 Len Pie	rotti	Same	1990
48	Arnolt Bristol	Baxter	Same Same	1971 1991
59	Morgan Ed Savi	n	Robert Oker	1981
72	Triumph Ed Faw Triumph TR-3 Rusty F	cett	Same Bob Cole	1982
88	Triumph TR-3Rusty F	Tyde		
90	Arnolt BristolVirginia	Schleicher	Same Same	1990
95	Arnolt Bristol Virginia Triumph TR-2 Clifford Triumph TR-3 Dorothy	Ricker 147	arren Frinchaboy	1991
114	Triumph TR-3 Dorothy	Deen W	C	
130			Same	1961
200	Triumph TR-3William	Shell	Austin Davis	1991
288	Triumph TR-3Dick D)	Doon	Brad McNutt	1991
244	Triumph TR-3 William Triumph TR-3 Dick Dy Triumph TR-3 Dorothy TRIUMPH TR-3 TRIUMPH TR-3 TRIUMPH TR-3	10 NOON	Diau McNutt	1001
1	VINTAGE CARS	- 12 NOUN		
	(See Adjoinin	g Column)		
i	FOURTH BACE	1.00 P M		

FOURTH RACE — 1:00 P.M.
PEBBLE BEACH CUP — 1:00 MILES
1500 C.C. AND UNDER MODIFIED—NON-PRODUCTION CARS ONLY
CLASS F

		CLASS F	4.50
3	08CA	William B David Same	1452
2 '	Porsche Spyder	Eldon Beagle Same	1306
2			1498
5	Porsche Spyder	Samuel Weiss	1498
6			
	Porsche Snyder	Arthur Bunker, Jr. Same	1498
5	Porsche Snyder	W. R. Turner Same	1498
1 5 7	Porsche	Arthur Bunker, Jr. Same W. R. Turner Same Michael Marshall Same	1488
4	Porsche Spyder	John Hudson Pete Lovely	1498
7	OSCA	Chick Leson Same	1490
7	Dorocke Chyder	Albert Hoskins Jean Field Nustre	1498
4	VW Special	R. E. Killevel	1488
5	Porsche Cooper	Pete Lively Same	1488
0	MC Special	Pete Lively Same	1466
9	1 otue	Dr. William Eschrich Same	1948
9	Porcche Snyder	Menagerie Aardvark John Porter	1498
6	OCCA Spyder	Ernie McAfee Same	1490
8	Danasha Sauder	John Edgar Jack McAfee	1496
1	Porsche Spyder	Francis Lederer Dr. William Eschrich Menagerie Aardvark Ernie McAfee John Edgar John von Neumann Jack Bundan Same John Porter Same Jack Bundan Same John Von Rederen John Von Neumann	1499
1	Porsche Spyder	CLASS G	
•	Cooper Climax	Same	1097
6 7	Cooper Climax	Reno Racing Team Harry Banta	1097
<u>'</u>	Lotus	Gary Laughlin Same	1097
2 7 3 6	Abarth Osca	Ben Brown Same	1100
<u>′</u>	Panhard		850
3		Tample Buell Same	1089
	Abarth	Dr. Edward Boyd Same	1288
9 2 2 5	MG Special	R W Kastner Same	1272
2	MG Special		109
2	Lotus	Jack Burbidge Jay Chamberlain	1090
5	VW Special		1298
6	VW Special		12.5
	A consideration and the second	CLASS H	745
7	/ Devin Panhard	James A. Orr Same	747
8	Devin Panhard	Vale Wright Same	74
5	Young Special	Dr. John P. Young	742
7	Crosley Special	Don Miller	
3	Knight Moretti	Sal Teran Same	74

Knight Moretti Sal Teran
Crosley Special R. K. Holbrook
Warren Special Fritz Warren
Crosley Special Harry Eyerly
Crosley Special Harry Eyerly
Crosley Special Deter Van Law
Crosley Special Tip Blume
FIFTH RACE — 2:30 P.M.
DEL MONTE TROPHY — 100 MILES
OVER 1500 C.C. — NON-PRODUCTION CARS ONLY
CLASS B
Hagemann Special John Barneson
Buick-Kurtis Bill Murphy
Warren Special Fritz Warren

Ferrer Same

Fritz Warren
CLASS C
John von Neumann Phil Hill Bill Pollack John von Net Tom Carstens Tom Carstens
Robert Louis
Fred Woodward
ec. Dr. C. C. Wilson
John Edgar
Robert G. Gillespie
Louis Brero
Jerry Austin
Henry Lindsay
Pearce W. Woods
William Hanssen
Jack Douglas
William Doheny
CLASS D
B3S Jack Graham HWM Special
Louis Special
Jaguar
Austin Healey Spec. Same Same Jack McAfee Maserati Gillespie Same Same 3442 Ferrari .. Hans Koelln Same Same Jaguar D Jaguar Baldwin Special D Jaguar Ferrari Ernie McAfee 2922 Same Same 2660

Aston Martin DB3S. Jack Graham
Ferrari John von Neumann
Ferrari Sterling Edwards
Austin Healey Spec. Mick Marston
Aston Martin DB3S. Rod Carveth
Austin Healey 100S. Fred Knoop
Austin Healey Jack Tanner
Ferrari Temple Buell, Jr.
Austin Healey 100S. Robert Wittke
Austin Healey 100S. Jim Parkinson
Austin Healey 100S. Gene Sweeney
Triumph TR-2. Nick Pastor
Morgan Austin Healey 100S. Jim Parkinson
Austin Healey 100S. Jim Parkinson
Austin Healey 100S. Jim Parkinson Same
Same
Same
Same
Dabney Collins
Same
Bill Friedauer
George Swift
Ed Kretz 2660 2660 2999 2660 2660 2660 2500 2088 2660 Austin Healey 100S....Jim Parkinson CLASS E Same Same

Alfa Disco Charles Rezzagh
Rosan Bristol Spe. Jose Rosan, Jr.
Frazer Nash Marion Lowe
Frazer Nash James R. Lowe William Pickford Same Same Same Same Bob Cole Same 1971 1971 1995 1488 Ignacio Lozano Russell May Rusty Hyde Dr. Karl Brigandi Porsche TR-3 1991 1750 **Automotive Tech Talk:**

The Rear-Engined Car Fresno Race

By Roger Barlow

(This is the third of a series.)

PR. PORSCHE was not the type) and the three cars were comply engineer interested in completed with engines basically rear-engined vehicles - in England the Burney-designed Crossley was marketed in 1933-4; as medium-sized 4-door sedan with more prototypes should be built i.f.s. and a self-changing gear- 50,000 miles while the factory box! Very few units were built. I also recollect that prior to this a 5-cylinder radial unit was fitted to a rear-engined car built in Scotland. In 1930 another British engineer, J. Harrison, designed a small car, looking very much like the Austin 7 of that period, to be powered with a watercooled two-stroke mounted transversely at the rear and driving the back axle (sans differential) by means of a chain. This was a real practical "people's" car in its conception but it never even reached the prototype stage.

During the 1930s the Tatra firm (Czechoslovakia) marketed air-cooled rear-engined cars and after the war continued with this Volkswagen and certainly no Eutype. The earlier type was a quite large V8 and one such car was in California after the war. The current model is a smaller 4-cylinder type.

HITLER MOVES IN

heart and Hitler felt the need to impress the German working prototype VW sports car (which class with some popular effort bore a striking resemblance to three more "Volksauto" proto-types! Only by now Hitler had posed to come to the Salt Flats dubbed the car for the masses a to take the World's Land Speed "Volkswagen" and so it remains Record. This, too, was a rear (or to this day. Porsche's main prob-center) engined vehicle. lem now was in the reduction of

ne use of a 2-stroke en-

unit, the air-cooled mar four. But it is doubtful that any four rear-engined Indianapolis two-strike prototype engines were actually constructed (Porsche had no liking for this

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similar to the one now in use.

After the three cars were accepted, it was determined that 30 a 2-liter OHV engine, 4 wheel and each rigouously tested over the quarter-mile dirt track, leadwas itself being constructed.

FAST ACTION

It is interesting that Mercedes-Benz were "persuaded" by the authorities to quickly build the 30 final test cars! These 30 handbuilt cars were completed in less than four months (it was now mid-1937) and 200 Stormtroopers drove the cars 1,553,000 miles in a four-month period! Another batch of 30 hand-built prototypes were constructed meanwhile and then put through similar winter tests after the first group had been tested during summer weather. Few cars have had as much continuous thought and extended development as did the ropean manufacturer had the resources for final testing of the prototypes as Hitler made available to Porsche.

In the USA the Stout-designed rear-engined "Scarab" made an By 1934 Fate had a change of appearance but won no converts. eart and Hitler felt the need to In 1938 Porsche designed a

REVIVED INTEREST

ne use of a 2-stroke en Just before the war our Amer-n alternative to his fa-

cars with four-wheel drive. These were impressine looking creations but before all the teething problems had been eliminated most of them were destroyed by

After the war there was revived interest in rear-engined designs. Here in the USA, Tucker caught the fancy of the public with his advanced prototypes which toured the country. In Italy the Isota-Fraschini firm built prototypes of a large V8 rear-engined car in which I had a ride but was not allowed to drive. The handling characteristics were typical of all long wheelbase rear-engined cars and they only entrusted it to their racing driver demonstrator who understood the necessity of steering in the opposite direction as soon as a corner was entered at any speed!

(To be Continued)

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Ward First in

FRESNO, April 8 - Hard-driving Rodger Ward, Los Angeles, wheeled to victory in the 100-lap USAC National Championship midget race on the Fresno Airport strip today before 3,041 paying fans.

Ward and his Bud Murphy Offy showed a decided liking for ing almost all during the event. Only Earl Motter, Hayward, got the lead for about seven laps from the 23rd to the 30th circuits. Ward won by some 10 car lengths over Georgie Amick, also an Angeleno

an Angeleno.

FAST TIME—Edgar Elder. 14.55 (new track record, old mark 14.89 by Bill Zaring, Dec. 3, 1950).

TROPHY DASH (3 laps)—1. Billy Garrett; 2, Johnnie Parsons; 3. Elder; 4. Joe Garson, 47.31.

HEAT RACE NO. 1 (6 laps)—1. Dickey Reese; 2. Dempsey Wilson; 3. Garrett, 1:50.01.

HEAT RACE NO. 2 (6 laps)—1. Frank Armi; 2. Bob Cortner; 3. Earl Motter, 1:36.68.

HEAT RACE NO. 3 (6 laps)—1. Don Edmonds; 2. George Amick; 3. Johnny Baldwin, 1.38.49.

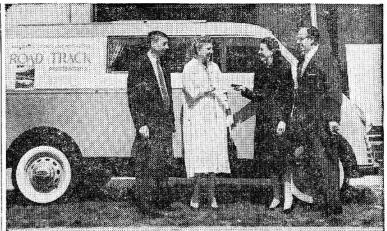
SEMIMAIN (15 laps)—1. Armi; 2. Reese; 3. Edmonds; 4. Jim Gilchrist, 4:30.41.

MAIN EVENT (100 laps)—1. Rodger Ward (from 1st); 2. Amick (from 7th); 3. Parsons (from 16th); 4. Baldwin (from 13th); 5. Motter (from 5th); 6. Rex Easton (from 9th); 7. Wilson (from 3rd); 8. Garson (from 17th); 9. Johnny Body (from 12th); 10. Shorty Templeman (from 11th) 127.57.58 (new track record, old mark, 29:16.15 by Garson, March 6, 1955).

Hashim Posts Top Mark in Beach Drags

Top mark of 143.76 for a dragthe car he produced after the ster was made by Ernie Hashim denly and unexpectedly Dr. Porsche had another contract for designed for Mercedes-Benz the dragstrip in a Drag News Invitational magnetic designed for Mercedes-Benz the dragstrip in a Drag News Invitational magnetic designed for Mercedes-Benz the dragstrip in a Drag News Invitational magnetic designed for Mercedes-Benz the dragstrip in a Drag News Invitational magnetic designed for Mercedes-Benz the dragstrip in a Drag News Invitational magnetic designed for Mercedes-Benz the dragstrip in a Drag News Invitational magnetic designed for Mercedes-Benz the dragstrip in a Drag News Invitational magnetic designed for Mercedes-Benz the dragstrip in a Drag News Invitational magnetic designed for Mercedes-Benz the dragstrip in a Drag News Invitational magnetic designed for Mercedes-Benz the dragstrip in a Drag News Invitational magnetic designed for Mercedes-Benz the dragstrip in a Drag News Invitational magnetic designed for Mercedes-Benz the dragstrip in a Drag News Invitational magnetic designed for Mercedes-Benz the dragstrip in a Drag News Invitational magnetic designed for Mercedes-Benz the dragstrip in a Drag News Invitational magnetic designed for Mercedes-Benz the dragstrip in a Drag News Invitational magnetic designed for Mercedes-Benz the dragstrip in a Drag News Invitational magnetic designed for Mercedes-Benz the dragstrip in a Drag News Invitational magnetic designed for Mercedes-Benz the dragstrip in a Drag News Invitational magnetic designed for Mercedes-Benz the dragstrip in a Drag News Invitational magnetic designed for Mercedes-Benz the dragstrip in a Drag News Invitational magnetic designed for Mercedes-Benz the dragstrip in a Drag News Invitational magnetic designed for Mercedes-Benz the dragstrip in a Drag News Invitational magnetic designed for Mercedes-Benz the dragstrip in a Drag News Invitational magnetic designed for Mercedes-Benz the dragstrip in a Drag News Invitational magnetic designed for Mercedes-Benz the dragstrip in a Drag New ster was made by Ernie Hashim class main event. tational program that drew more petition coupe, a Fiat with a race as well as to the best ap-Merc engine, 131.96.

Four top cars off to determine Munch, Chrysler. top eliminator were Nelson, Armstrong & Williams, Ardun, Nelson, Fritz Voight, Chryster 136.99, was top class B dragster. dragster Lords of Baker Julom More than 200 cars competed fied roadster, and Kambe



CLASS & COMFORT—It was a happy day for all concerned when John R. Bond, publisher and editor of Road & Track magazine, and his wife, Elaine, took delivery of their new DKW Pressmobile. can live it up at the races in one of these beauties. Left to right: Bond, Mrs. Bond, Mrs. Peter Satori and Peter Satori, Pasadena importer and distributor of the German marque, product of Auto Union.

Top Road Race Program Slated May 6 Near Tucson

Co-sponsored by the Willcox pearing car and crew, sportsman-Civil Air Patrol, Southern Ari-ship award and best husband and zona Sports Car Club race meet wife team. will be held on a 2-mile course at Willcox Airport May 6. Although comprising seven corners, the arrangement of the course is such that it is not only fast, but safe.

Morning practice period and for two novice and two production races, under and over 1500cc, a ladies' race and an all-

The main event is scheduled for 50 miles, while the novice races will go 15 and the producthan 5,000 fans. Top eliminator tion races 25 miles. Trophies will was Jim (Jazzy) Nelson's combe offered in all classes in each

Saturday and Sunday.

Though essentially a "club" event, the Willcox races last year attracted 65 entrants representing four states and received na-tional publicity. This year the entries already received indicate a field of over 100 cars, includsix races in the afternoon make ing such "hot ones" as a Monza up the second running. Plans call Ferrari, D Jaguar, 300SLs and a new 2-liter OSCA.

> Willcox is located 90 miles east of Tucson on Highway 86 and the enthusiasm and cooperation of the local residents make this race reminiscent of the early Palm Springs races.

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'PREFABRICATED

(Continued from Page 1) you a Martini with an egg in it. For those who do not care to drink, there is a Chicken Plucker in the back room who will defeather you and send you home branded a "Party Pooper."

At 2 o'clock, when the place closes, you will be given a package to mail as you pass out the door. This package is a surprise for you! You are to write your own name and address on it and deposit it in any mail box within the city limits of Azusa.

After mailing the package, proceed by the shortest route back to Hollywood and the forecourt of Grauman's Chinese Theatre. You will find the forecourt a mess. Somebody walked all be hypnotized and while under over the cement before it was the hypnotic spell you will think

rent program to "reface Holly-



in all the footprints and level it off all nice and smooth. The City est to g'ness Red Horse with Fathers will love you for thisnot only are you performing a sports car drivers as a credit to the Flying Red Horse as their the community.

Now proceed east on Holly-Bridge to Forest Lawn, where you are to find a headstone

starts to be fun because you will week or two.



dry and left footprints all over it. you are Nuvolari, and your MG So, in keeping with the cur. a Grand Prix Ferrari. Leaving Forest Lawn, you are to follow all the members are to lime spots on the highway. This

> Now for the fouth leg of this exciting Rally.

The holes will lead you to the Malibu pier. Once on the pier, you are to average 80 mph. At the end of the pier, keep going and make a 90 degree turn to the left. You should be somewhere in the vicinity of Catalina Island.

FLYING RED HORSE

Once ashore, you will be on the last leg of the Rally. The checker at this point will be Dick McEntyre. He will give you a Flying Red Horse. This is not the usual Red Horse with the gummed back, but a real, honreal wings that flies.

This is the end of the Rally very own, and to feed the horse. You will be given all the leftwood Blvd. over the Hyperion over hay bales from all future road races.

reading "Bridey Murphy." This package you mailed to your-will be your third check point self? That was your clothes you and the checker there will be a checked with the Rallymaster at the beginning of the rally. You This is where the rally really should receive them within a

> CO-2 FIRE EXTINGUISHERS for sports cars We are mail order distributors for Kidde CO2 Fry-Freeze extinguishers, the ultimate in fire flighting equipment. Sizes from 2½ pound to 20 pound capacity available. Recommend 2½ lb. size for mounting in car. With our special no rattle car mount bracket, \$35. Shipped freight collect. Other sizes available, 5 lb., \$40. 10 lb., \$60. 15 lb., \$70. 20 lb. \$80.

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Los Angeles 17

MOTORING



fo(u)r

By John Foster National President, FCCA

IN THE PAST few RALLYE ROUNDUP columns, Buzz De Bardas has been giving us all clues on how to compete in rallies, but for Pete's sake don't take



him, too seriously, especially if you're with the idea of getting your feet wet in an odd rally or two. Buzz means well, but then he's a REAL enthusīast — you

JOHN FOSTER know, the type of guy who phones Greenwich for THE right time and then argues with them!

If you're like many of the guys and gals in this club, you can have a ball with just an old dollar railway timepiece and a much-used Mobilgas map of Maywood-oh, and your car?-with or without four cylinders, or micro-tenths on the speeds or even a fifth wheel. Our events are designed for enthusiasts, but we don't tell you what to be enthusiastic about; it may be navigation, or trophies, or drifting turns, or seeing new countryside, or meeting pretty girls (we've sure got 'em!), or any one alina Grand Prix motorcycle of a thousand things.

PLENTY OF FUN

I take devilish delight in seeing the complete novice, equipped get their buckets of cement, fill is not just ordinary lime, but with a dress wrist watch can quicklime, and it eats holes it use of 3) and with his ingentie quicklime, and it eats holes it is of 3) and with his ingentie the pavement. So follow the wire or girl friend take first place in our events and sally of five riders abreast are flagged home with a trophy like he won the Monte Carlo Rally! It happens often.

> But for those who are out to become real Rally champs like Buzz-our events are a must, as are the valuable tips in RALLYE ROUNDUP, and we are all proud of the part FCCA has played in being calculated from the start-

OFF TO PEBBLE

Friday Night, April 20, will see a mass exodus of excited race fans heading for Pebble Beach. All through the night at cafes en route, hot coffee and hurried meals will be consumed over crumpled maps and feverish calculations as contestants in the public service, it also establishes and all finishers get to keep big Monte Carlo type Rally account for every second.

Don't delay them even to borrow a match, for several hundred contestants are vying for One more thing. About the high honors and doubling their weekend enjoyment by competing in this splendidly organized

> Monte Carlo can have GRACE, we'll take their rally!

PEBBLE VICTORS

Phil Hill, Jaguar.
Bill Pollack, Cad-Allard.
Bill Pollack, Cad-Allard.
Phil Hill, Ferrari.
Sterling Edwards, Ferrari.
Phil Hill, Ferrari.
? ? ?

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BIG RAY TANNER, Los Angeles, one of the most popular riders in sport cycling, will be aboard the Harley-Davidson 74 cu. in. motorcycle in the Sixth Annual Catalina Grand Prix May 6. Always a strong contender, Ray is a transcontinental truck-trailer driver (the big jobs) in regular life. A race is also slated for May 5.

Catalina 'Cycle Race Field Increased to 228 Riders!

Largest number of applications | cover a shorter six-mile circuit in the history of the classic Cat- for 10 laps. races has forced race officials to increase the starting field for the Sunday, May 6, main event from 205 to 228 riders.

Instead of 30 seconds between rows of contestants, the new clubs in the Southland races are schedule will be cut to 15 for the open to all riders. No cash 6th annual island feature. Rows away from the starting line on the main street of Avalon, racing around a rugged 10-mile course that winds back over the hills of the island and returns to Avalon.

Distance is 10 laps around a helping graduate many of today's ing time of each rider. Riders in top rallyists and drivers.

Saturday's "lightweight race"

Entries have come from as far east as Ohio.

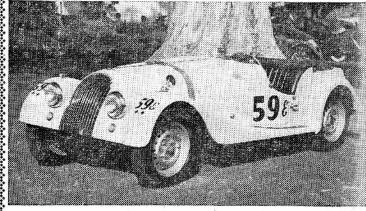
Sponsored by the Sports Committee of the 37th District of the American Motorcycle Absociation, representing 41 separate open to all riders. No cash awards are given, only trophies to the first 25 finishers.

Cycle Races Apr. 29

Top-notch AMA motorcycle racing program has been scheduled for Willow Springs Sunday afternoon, April 29. Feature will be a 100-miler up and down the tricky course. Some of the best riders in the business plan to compete.

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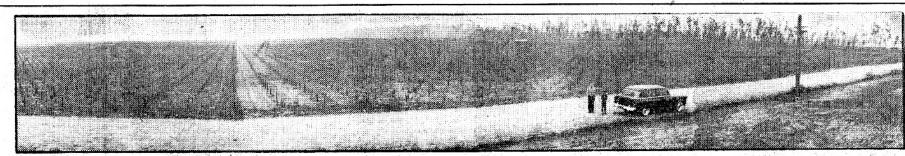
LOS ANGELES

ANgelus 8-7151

WORLDWIDE

IMP. 1968 S. SEPULVEDA WEST LOS ANGELES

GRanite 8-1142



COURSE SITE-This photograph, taken last Feb. 26, just prior to the announcement that the \$12,000,000 Los Angeles International Raceway was to be built near Ontario, shows the endless grape vines on the site. The

question now being asked is: "What has been done there since?" Photo was taken from Wineville Ave., foreground, looking east across the course site towards Etiwanda Ave. Off to the right bordering the row of

trees is Patton Ave., the southern border. This is a four-panel shot pasted together to form a panoramic view showing the endless, uncleared grape vine terrain. Mid-July opening has been postponed until fall.

Raceway or Somebody Must Provide Answers

By Jim Mourning

IT ISN'T NECESSARY to go into the physical facilities of the planned International Motor Raceway. They have already received much publicity and will undoubtedly receive more. But a look at some of the implications of this?

this venture might prove profit-like the likely candidate, if they

To begin with, let's try a quotation that came out of the press conference that broke the news of the Raceway. In a prepared release, Kermit Pollack, president of the sponsoring organization, does all this leave Road Racing said, "National Amateur Sports Register, the local professional Car Races, which contribute to group? Despite their early entry point standings in the United States, are planned for the (road) circuits and a National Open Sports Car Race, combining professional drivers and outstanding amateur pilots, is also contem-

On the face of it, this seems like the usual optimistic statement found floating around any such press gathering. But a study reveals some rather startling implications.

SCCA TIE-IN? ..

is only one organization cton its on It's c

Club of America. Apparently, materialize out of this then, Raceway officials are conferring with SCCA representa-Considering this in the pro-amateur events, the SCCA is brought directly into this picture. But the obvious conclusion is a direct clash with present club policy. The remaining choice is plain enough: Only a change in that policy would make the event possible.

As plain as this sounds, it is not foolproof. Consider the National SCCA policy on Sebring. The difference there was a sanction by the Federation Internationale de l' Automobile, With such a sanction of the Raceway event, a professional-SCCA race could become an accomplished fact.

This possibility received a measure of credence when USAC prexy Duane Carter, at a meeting later in the week, said that if a pro-am event were run locally, the USAC would favor the SCCA as a co-sponsor. What wasn't made clear was whether such a move would be dependent on an FIA sanction or whether it was feasible before an FIA representative was selected.

A CLUB EVENT

change or a wait for an FIA sancNothing ever made money standcar race April 8 at Gardena Station, something is stirring in ing idle. circles A recent announce ment from the Northern group of the SCCA, which has long worked harmoniously with the CSCC, reveals that none but club members will be eagerly accepted to run in their events, including Pebble Beach.

There are only two organizations sports car racing as practiced in no longer be true. Europe, they can be eliminated

the shoes of the retiring AAA fit of an informed public. Road which formerly held FIA sanctioning powers, they would seem sport here that it is in Europe.

are interested. In view of certain happenings, it would seem they are.

USAC is interested in both sport car sanctioning and a permanent FIA affiliation. Where into this field and the indisputable sincerity, they are just not large enough, either in prestige or in membership, to handle things on a national or international scale. It is possible or even probable that joint sanctioning will be the answer.

HOW ABOUT CSCC?

How about the CSCC? As was pointed out, when the point came up at the press conference. Raceway events will not eliminate or a with local events. even ...at Raceway offic-

rope has proven that club events are excellent training grounds for racing drivers. And it may siphon off some of the top "amalight of the statement concerning teur" drivers and give the little guys a crack at the trophy again.

There remains another possibility for the CSCC. The club might utilize one of the three road racing circuits for their own events. Apparently, in the face of what we've heard, the SCCA is at least considering making some use of them.

Ken Miles, former president of the CSCC, recently pointed out that no area will support a given type of event more than twice in one year. With 12 and 14 races being scheduled every year, this presents problems in finding racing sites.

What is the Raceway's stand on such a plan? As far as we can determine, no overtures have been made on this subject so no decision has been reached. But Pollack did say the people financing the venture were "not sport-They expect a return on their dollar." In view of the group's ing people, but business people. determination to limit events of

STUMBLING BLOCK

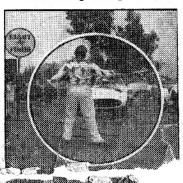
parent stumbling block would be Park, third in a 1956 Mercury, an exclusive contract with the Ed Pagan, Lynwood, also in a '56 SCCA. As yet, there has been no Ford was fourth, and Al Pombo, announcement concerning this.

be pronounced. Organization of both driving 56 Dodges. All of this, of course, leads us ficials realize they face a huge to the problem of FIA sanctions. job of public education if they are to be successful as they hope. set up for sanctioning events on In the past, lack of both finances a national level - the USAC and and important enough events NASCAR. Since NASCAR has have made this impractical. If evinced little active interest in things go as planned, this will for him.

And if success follows, the from consideration, at least for Raceway may well trigger a the present. With the USAC steping into across the country for the bene-



KERMIT POLLACK No Racing Background



AL TORRES Knows How to Start 'Em



RUDY CLEYE

Palmer Captures

Clyde Palmer of Fresno, takmajor importance to about a ing over the lead on the 184th half dozen a year, and not all of lap, piloted his 1955 Mercury to these sport car races, a great a new track record of 1:59.32 to win the 200-lap NASCAR stock dium before a full house of 6200. ment Co.

At this writing, the only ap took second, Lloyd Dane, Buena The effect on the public will ney, finished fifth and sixth,

Letner, who had the lead up

Questions Regarding Big L.A. Int'l Raceway

By Gus V. Vignolle

NEWS ITEM: Ground-breaking for the \$12,000,000 Los Angeles International Motor Raceway, planned for April 16, was called off. Invited guests (not the press as far as we could learn) were notified by telegram it was nos

deal. Kermit Pollack, president Betz, Tony Parravano, Pete De Raceway, left L.A. April 16 for Indianapolis and Detroit to con- this business. fer with Eastern racing and automotive executives.

found impossible to improve cer-ness. Yet he heads the whole shetain access roads around the bang and has headed east to con-Raceway by mid-summer, when fer with racing and automotive the first race was to be staged, executives! Who are the racing Pollack and Quinton Engineers, administrative course designers, decided to post-this? Where? pone the opening until mid-fall, when the necessary roads will have been completed. Without the access roads, it would have been impossible to handle the

EDITORIAL

MOTORACING sincerely hopes the Raceway deal goes through and is associated with a restauras planned. It is something we need in the worst way. Unfortunately, more and more rumbles advisory consultant to Quinton are being heard that it will never Engineers, Ltd., track designers, come to pass-at least on the flossy scale that was promul-

On the other hand, there is talk that it will be a "jackrabbit deal," with lots of scurrying to buy miles of snow fencing and blacktop the layout-this in contrast to the grandiose plans of the ne plus ultra.

Yet there could be plenty of money behind the deal. Dun & Bradstreet, which said the track opening was set for July, lists Merrett Ruddock as a partner with Pollack in Investment Associates, Ltd. A Salt Lake City address was given for Ruddock, believed to be the "angel" of the legal California corporation with

dle in the lumber business in New York and Utah minerals, were to come up with a track and that he sold his uranium across the street from the Race-interests for millions. Extent of way. investments was not learned, but Ruddock is believed to have a Raceway.

FAT BANK ACCOUNT

A six-figure bank balance is maintained in the corporation bank account.

Ruddock is listed as vice-presi- ross the street. dent of the Southwest Develop-

If all this Ed Gray, Compton, '56 Ford, then, why didn't the Raceway overflow parking into the vacant people go after some talented Raceway acreage. and experienced men in the field of racing? The real road racing at the Raceway, to park 22,000 courses are in Europe, so why cars, handle 30,000 people and not some of the veteran hands build six tracks on 470 acres, or who laid out famed circuits would the fans park at Ontario across the pond?

Or why not some official conto the 184th lap, ran out of gas tacts with guys having a lot of track area? with just one lap to go and was racing savvy, right in our own Jimmy Reed. It saved fifth place Frank Kurtis, Al Hosking, Bill of questions. Somebody Doheny, Art Pillsbury, Gordon come up with answers.

of U.S. Automotive Testing, Inc., Paolo, Howard Keck, John Eddevelopers and operators of the gar, to name only a few? People with professional experience in

Pollack has no racing background. He admitted it to the writer at Palm Springs. He said NEWS ITEM: When it was he was in the investment busiofficers in on

WHAT REAL EXPERIENCE?

Staff Advisors Al Torres, Rudy Cleye and Jeff Cooper are nice guys, but how well versed are they to cope with a proposed project of this magnitude? Al is a good, colorful race starter. Rudy has won eight or nine races around here, has raced in Europe, ant here. Jeff knows his carespecially the Porsche, and is an and the Raceway.

And what racing background does Quinton Engineering have?

Does this add up for an alledged \$12,000,000 project?

A spokesman has said that since the opening announcement (work was to start immediately), they've "cleared bushes." They're willing to take 30 or 40 people out near Ontario in a bus so they can see what's been done.

Now, get this: Remember the other group we mentioned one month before the Raceway announcement. It was Grand Prix permits to do business in L. A. D&B said Ruddock made a bun- and San Bernardino counties,

OTHER PROJECT HOT

Our spies report that this deal substantial investment in the is really hot again. Assertedly, there's an oil company behind them and, also assertedly, they're going through with their plan on 1000 acres, as compared to 470 for the Raceway) right ac-

If and when the Grand Prix group opens shop, it has been suggested they could shuttle their

One more thing: Is it possible, International Airport and be driven in buses 4.1 miles to the

Where do we go from here. pushed across the finish line by back yard - Lujie Lesovsky, men? No harm in asking a lot

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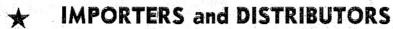
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